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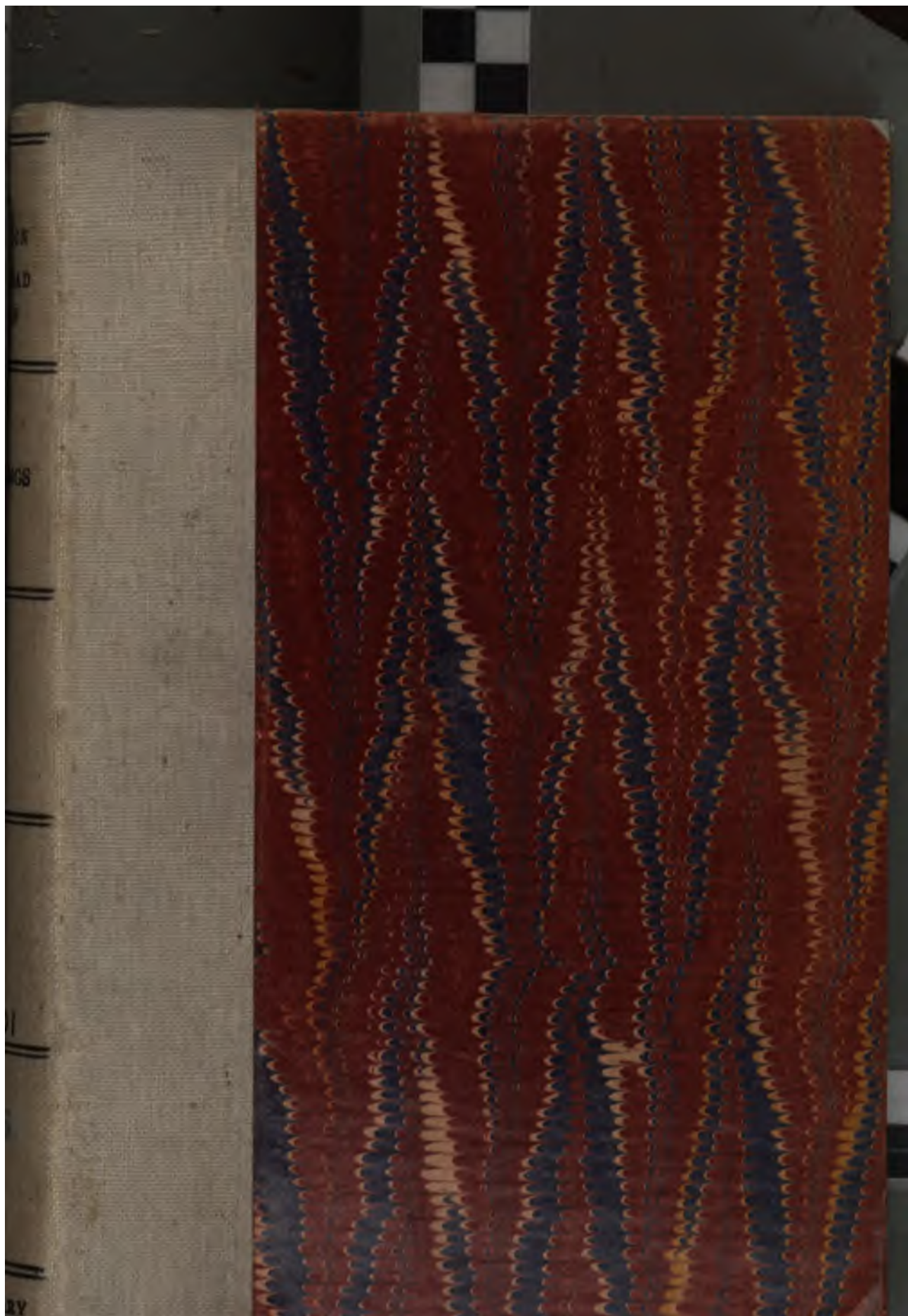
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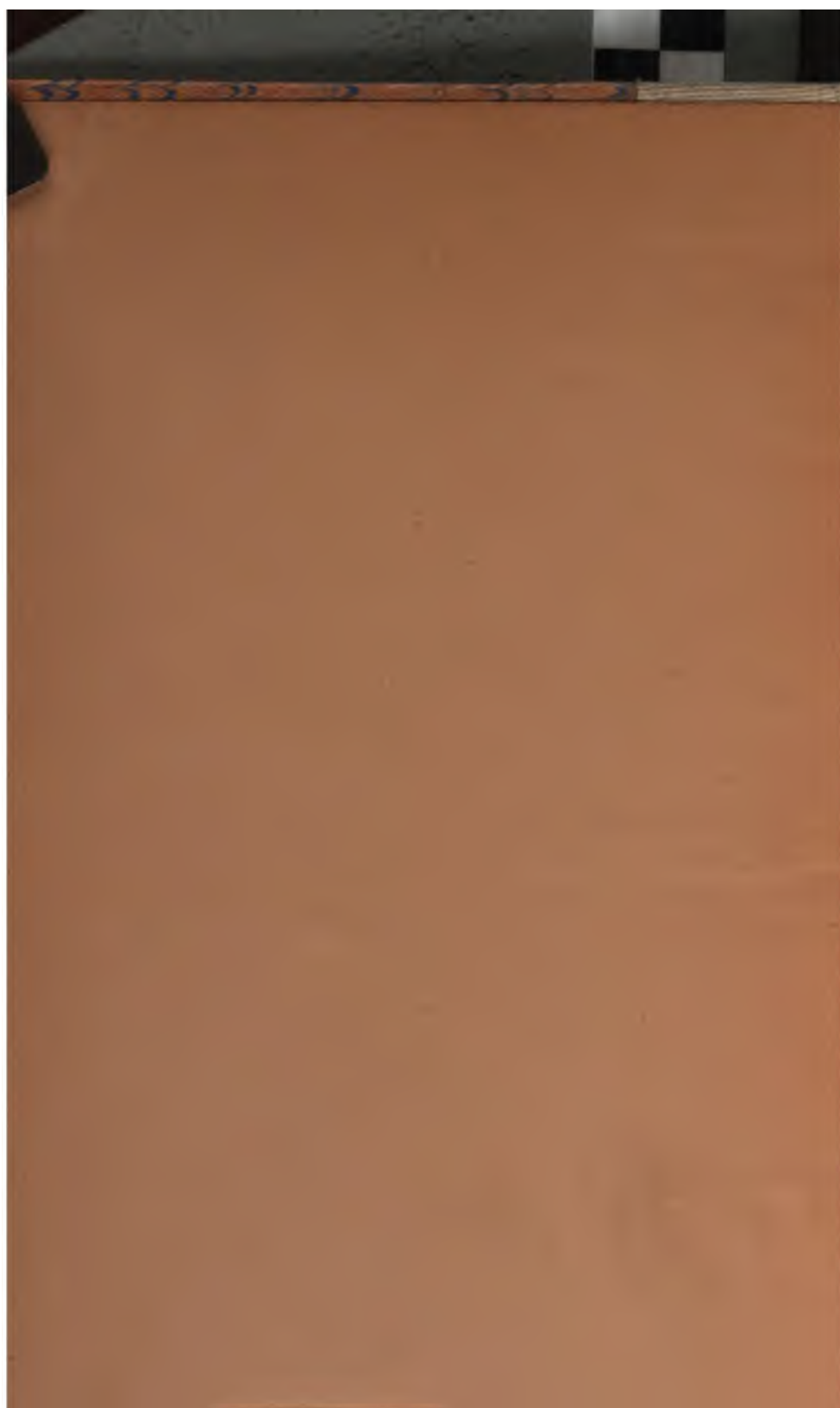
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312-20134 *Supp January*
Ex. 7-4

CENTRAL ASSOCIATION

...OF...

RAILROAD OFFICERS'
PROCEEDINGS.

CINCINNATI DIVISION,
INDIANAPOLIS DIVISION, COLUMBUS DIVISION,
TOLEDO DIVISION,
PEORIA DIVISION, ST. LOUIS DIVISION,
KANSAS CITY DIVISION.

1898.

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CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

JANUARY.

CINCINNATI DIVISION	January 11th
INDIANAPOLIS DIVISION	January 8th.
COLUMBUS DIVISION	January 12th.
TOLEDO DIVISION	January 10th.
PEORIA DIVISION	January 11th.
ST. LOUIS DIVISION	
KANSAS CITY DIVISION	January 12th.



1898.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and its Various Divisions.

CENTRAL ASSOCIATION.

T. F. WHITTELSEY.... President.
W. G. BESLER..... 1st Vice-Prest.
H. S. MITCHEL..... 2d Vice-Prest.
O. G. FETTER..... Secretary-Treasurer.

EXECUTIVE COMMITTEE.

T. F. WHITTELSEY, Chairman.
W. G. BESLER, R. B. TURNER. D. S. SUTHERLAND.
H. S. MITCHEL. F. L. TOMPKINS. J. W. RILEY.

DIVISIONS.

P. LEEDS.....	President.....	Cincinnati Division.
G. W. BENDER.....	"	Indianapolis "
M. S. CONNORS.....	"	Columbus "
A. L. MILLS.....	"	Toledo "
F. L. TOMPKINS.....	"	Peoria "
G. L. SANDS.....	"	St. Louis "
A. T. PALMER.....	"	Kansas City "
GEO. W. LEWIS.....	Vice-President.....	Cincinnati Division
H. F. BICKELL.....	"	Indianapolis "
H. C. FERRIS.....	"	Columbus "
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G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
B. H. GARRIGUES....	"	Kansas City "
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G. B. STAATS.....	"	Indianapolis "
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WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "

CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, January 11, 1898.

Meeting called to order at 11:00 a. m., with President Leeds in the chair.

The following lines were represented:

B. & O. S-W. Ry.....	Mr. W. H. BRIMSON.....	Supt.
“ “	Mr. C. H. HOWARD.....	Supt.
“ “	Mr. C. C. RILEY.....	Supt. C. S.
C. C. C. & St. L. Ry....	Mr. G. W. BENDER.....	Supt.
“ “	Mr. MASON RICKETS.....	D. M. M.
C. H. & D. Ry.....	Mr. A. GALLOWAY.....	Supt.
C. & O. Ry.....	Mr. W. T. SMITH.....	A. M. M.
L. & N. R. R.....	Mr. BRENT ARNOLD.....	Supt.
“ “	Mr. PULASKI LEEDS.....	Supt. Mch'y.
“ “	Mr. WM. ADAIR.....	D. M. M.
P. C. C. & St. L. Ry...	Mr. J. W. CONEYS.....	T. M.

On motion reading of the minutes of the previous meeting was dispensed with.

Withdrawal of the C. H. & D. from the Joint Car Inspection Agreement.

The Secretary stated that he had received the following communication from the General Superintendent of the C. H. & D. Ry.:

Cincinnati, Ohio, December 15, 1897.

Mr. O. G. Fetter,

Secretary C. A. of R. R. O.

Dear Sir: I am in receipt of your notice addressed to all lines, advising that the proposed Joint Car Inspection Agreement has been unanimously adopted. This being the case, I desire to advise the Cincinnati Division, through you, that this company withdraws its notice given some time since of its intention to withdraw from the Joint Car Inspection Agreement.

Yours truly,

(Signed) R. B. TURNER.

It was moved and carried "that the communication be received and spread upon the minutes."

Transfer Order D-877, March 16, 1897, in favor of the C. H. & D. Ry., against the C. & O. Ry. on C. & O. Car 8123.

The Secretary stated that this matter had been referred to the Standing Committee on Joint Car Inspection at the last meeting for further consideration and that he had their report as follows:

Cincinnati, Ohio, January 10, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: Returning all papers in the matter of transfer order for C. & O. Car 8123. This matter was again considered by the Standing Committee on Joint Car Inspection at its meeting held January 10, 1898, and the following resolution adopted:

Resolved, That the report of the special Committee, dated October 2, 1897, which was made strictly in accordance with the rule of the Standing Committee in effect at that time, be sustained. The Committee therefore can not see their way clear to change their decision of October 2, 1897.

Yours truly,

(Signed) O. G. FETTER,

Secretary.

It was moved and carried "that the report of the Standing Committee be received and adopted."

**Election of Officers and Standing Committee on Joint Car
Inspection for the Ensuing Year.**

It was moved and carried "that a Committee of three be appointed to present nominations for officers for this Division, and also Standing Committee on Joint Car Inspection."

The President appointed as Committee Messrs. Arnold, Howard and Smith, which Committee submitted the following nominations:

For President, Mr. Geo. W. Lewis, Supt. C. & O. Ry.; for Vice-President, Mr. A. Galloway, Supt. C. H. & D. Ry.; for Secretary-Treasurer, Mr. O. G. Fetter, Supt. C. C. S. B.

For Standing Committee on Joint Car Inspection, Mr. F. M. Lawler, D. M. M., C. C. C. & St. L. Ry.; Mr. Wm. Adair, D. M. M., L. & N. R. R.; Mr. C. H. Howard, Supt. B. & O. S-W. Ry.; Mr. Geo. W. Lewis, Supt. C. & O. Ry.; Mr. J. P. McCuen, Supt. M. P., C. N. O. & T. P. Ry.; Mr. A. Galloway, Supt. C. H. & D. Ry.; Mr. Geo. B. Fravel, R. F. of E., P. C. C. & St. L. Ry.

It was moved and carried "that Mr. Brimson be authorized to cast the vote of the Association for the gentlemen named."

Mr. Brimson cast the vote of the Association for the gentlemen named and the President declared them duly elected.

On motion meeting adjourned at 11:25 a. m.

PULASKI LEEDS,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station January 8, 1898.

The following lines were represented:

C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
P. & E. Ry.....	J. W. RILEY.....	Superintendent.
I. & V. R. R.....	*M. W. MANSFIELD..	Superintendent.
I. U. Ry.....	A. A. ZION.....	Superintendent.
L. E. & W. Ry.....	M. P. DENISTON.....	Trainmaster.
• " "	I. W. KURTZ.....	Div. M. M.
Monon.....	A. J. O'REILLY.....	Gen'l Agent.
Vandalia.....	O. E. RAIDY.....	Trainmaster.

* Represented by G. B. Staats.

The Chair: The records of the last meeting having been printed, we will omit the reading unless wished by some member, otherwise they will stand adopted.

The Secretary stated that in regard to the matter of returning car doors lost on the Belt Railway, as requested at last meeting, he had referred the matter to Mr. Zion, and read the following reply received from Mr. Zion:

Indianapolis, Ind., December 18, 1897.

Mr. G. B. Staats,
Secretary Central Association R. R. Officers,
City.

Dear Sir: Answering yours of 16th inst. regarding picking up and forwarding to owners car doors lost on Belt R. R., we have always made it a practice to have our men pick up all doors found along the road and take them to Belt Shops, where they are held awaiting a claimant, and then we deliver them as directed. If inspectors, yard or trainmen will notify us of doors missing from cars that have passed over the Belt R. R. we will gladly make search for and if found deliver promptly as they may direct.

Yours truly,

A. A. ZION.

It was the sense of the meeting that it would not be best in all cases to forward the door to the road owning the car unless called upon to do so, as the receiving road might accept the car with missing door when properly carded, and in case the door had been forwarded to the owner extra expense would be incurred and other complications would be liable to arise.

For the purpose of disposing of the doors which have accumulated at the Belt Shops, Mr. Zion was requested, by motion, to furnish each Superintendent of the various roads with a list of the doors; this to apply only to such doors as are now on hand.

Owing to small attendance, the subject, Uniform Time for Closing Freight Houses, was continued over until the next meeting.

The Secretary submitted the following correspondence:

Indianapolis, Ind., Nov. 23, 1897.

Mr. F. G. Darlington,
Supt. P. C. C. & St. L. Ry.

Dear Sir: The new fire-hose ladder provided by this company to be used in case of a fire, whereby the hose is laid across tracks, is now ready for use and will be found at the east-end

baggage room. It is the understanding that when tracks are blocked by the hose laying across track that the trainmen are to get the ladder and set it up under instructions of a Union Railway man designated for that purpose at the east-end baggage room, and in order to get the ladder to the location where it is needed the locomotive of any company most convenient to be used in transporting the ladder will do that service, and that as many men as may be necessary to handle the ladder may be called upon from the trains or engines that are being blocked to render such service as may be required to clear the tracks. Six men are required to handle the ladder properly.

Will you please issue instructions to your men to insure their cooperation in the use of the fire ladder and avoid delays that otherwise would occur to trains? Yours truly,

A. A. ZION.

Indianapolis, Ind., December 7, 1897.

Mr. J. Q. Van Winkle,
Gen'l Supt. Big Four Ry.,
City.

Dear Sir: On November 23 we received a letter from Supt. Zion relative to the new fire-hose ladder provided by the Union Ry. Company for use in case of fire. Won't you please advise me what kind of notice you have issued to your men? Green men may have trouble in handling the ladder.

Yours truly,

F. G. DARLINGTON,
Supt.

F. G. Darlington:

Supt. Zion advised he would have two of his men accompany the ladder, both day and night, who would fully understand handling the same.

J. Q. V.

12-8-97.

Indianapolis, Ind., December 9, 1897.

Mr. J. Q. Van Winkle,
Gen'l Supt. Big Four Ry.

Dear Sir: Returning enclosure and noting your reference of the 8th inst., what I am particularly anxious to know is, what notice you have issued to your men relative to the assistance they will render the Union Ry. men in handling the hose ladder. Won't you kindly advise?

Yours truly,

F. G. DARLINGTON,
Superintendent.

December 11, 1897.

Mr. F. G. Darlington,
Supt. P. C. C. & St. L. Ry.,
City.

Dear Sir: No notice has been issued to our men relative to the assistance they will render the Indianapolis Union Railway men in handling the hose ladder. I suggest you bring the matter up at the Local Superintendents' meeting and arrange the details.

Yours truly,

J. Q. VAN WINKLE.

Indianapolis, Ind., December 14, 1897.

Mr. G. B. Staats,
Sec'y Central Association R. R. Officers.

Dear Sir: I enclose herewith some correspondence relative to the assistance which should be rendered Union Railway men in handling the new fire-hose ladder provided by that company. Won't you kindly bring the matter to the attention of the Association for whatever action may be deemed necessary?

Yours truly,

F. G. DARLINGTON,
Superintendent.

It was found that all the lines excepting the Big Four, Monon and the P. C. C. & St. L. had posted notices instructing their employees to cooperate with employees of the I. U. Rail-

way Company, in accordance with the circular letter sent out by Supt. Zion.

For the purpose of having uniformity in the instructions issued by the different roads, the Secretary was on motion directed to take the matter up with the Superintendents who have not yet issued instructions, furnish them with copies of such notices as have been posted and request that similar action be taken by them.

The Secretary next read the minutes of the Carmen's Association, held December 14, 1897, from which the following abstracts are taken:

Concerning Bent Axles.

Secretary: In regard to the matter of bent axles the Secretary of the M. C. B. Association writes as follows:

In reply to yours of December 8, it is impossible for me to give the ruling of the Arbitration Committee in regard to bent axles, or anything else, except by reference to cases which they have arbitrated, with the circumstances attached to it.

I do not think that the particular question as to whether they are chargeable to the owners for replacement under any circumstances has ever come to the Arbitration Committee, and it would be manifestly improper for me to anticipate what might be its ruling in such a case.

Yours truly,

J. W. CLOUD,
Secretary.

Practice of Allowing Credits when Applying Second-Hand Couplers.

Mr. Pugh: I would like to hear what the rule is on other roads in regard to applying automatic couplers and what credit is allowed, that is, where they apply a second-hand coupler, whether we ought to charge 75 percent of the original value or 75 percent of the replacement value. We do this at a very small profit, sometimes at a loss.

The Chair: The question is whether we shall give credit for the value of second-hand or new material.

Mr. Pugh: The day is coming when we will want to revise the M. C. B. Rules, and it would be proper that a table of these figures should stand in the rules.

After further discussion of this matter Mr. Hays made a motion to the effect that this subject should be brought up for discussion at the next meeting. In the meantime the members would have the opportunity of looking into the question. This motion was duly seconded and carried.

Mr. Pugh: It would be a pretty good idea for each road to bring a statement showing the custom of their line of charging for these second-hand couplers. It would show that the margin in applying these second-hand couplers is very small, if any.

It was the sense of the meeting that this plan of comparing the figures would be very interesting, and they decided that this would be taken up at the next meeting.

The following communication was read:

Richmond, Va., December 31, 1897.

Mr. M. P. Deniston,
Trainmaster L. E. & W. Ry.,
Peru, Ind.

Dear Sir: I have seen several copies of the proceedings of the Central Association of Railroad Officers, and being a member of the New York Railroad Club, would ask, if you can do so consistently, have me furnished with a copy of this report each month. I would like to have them very much.

Yours truly,

W. F. LABONTA,
Purchasing Agent.

Respectfully referred to G. B. Staats, Secretary.

I-1-2.

M. P. DENISTON.

On motion the Secretary was directed to refer the matter to Mr. O. G. Fetter, Secretary of the Central Association.

In connection with the question of water supply as discussed at the previous meeting, President Bender stated that Mr. Lawler, Master Mechanic C. C. C. & St. L. Ry. had kindly consented to read a paper on the subject, but would not be prepared before the March or April meeting.

The Chair announced that the next matter in order was the election of officers, and recommended that the custom observed by the Cincinnati Division be adopted by the Indianapolis Division, *i. e.*, that the serving Vice-President be elected President and a new Vice-President be elected, as this plan will add new blood to executive force and in a general way tend to increase the interest.

The following nominations were made:

For President, H. F. Bickell; Vice-President, J. W. Riley; Secretary and Treasurer, G. B. Staats.

On motion the Secretary was authorized to cast the unanimous vote of the meeting for the officers nominated.

Meeting adjourned at 11:00 o'clock a. m.

G. W. BENDER,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 2, Union Passenger Station,
January 12, 1898.

Meeting called to order at 1:30 p. m., with President Connors
in the chair.

The following lines were represented:

Z. & O. R. Ry.....	MR. J. S. GILLESPIE.
C. C. C. & St. L. Ry.....	MR. MASON RICKERT.
“ “	MR. M. D. SCHAFF.
B. & O. S. W. Ry.....	MR. W. H. BRIMSON.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
B. & O. R. R.....	MR. J. H. GLOVER.
“ “	MR. J. M. HOST.
T. & O. C. Ry.....	MR. H. C. FERRIS.
C. A. & C. Ry.....	MR. J. J. HENRY.
P. C. C. & St. L. Ry.....	MR. E. MORRELL.
N. & W. Ry.....	MR. J. W. CAMPBELL.

Unfinished Business.

The request of the Columbus Board of Trade was brought
up for final action and the following resolution offered by Mr.
Glover:

Resolved, That the request of the Columbus Board of Trade, as set forth in their petition, *i. e.*, that the freight depots be kept open on Saturdays until 3:00 p. m., and on other working days until 5:00 p. m., for the receipt of freight, be complied with, effective Saturday, January 15, and that if, for any special reason, freight houses are held open after the above-named hours for the receipt of freight that the agents of such lines report the fact to the Manager of the Columbus Car Service Association, to be reported by him to this Association, that special action may be taken regarding the matter, if found necessary.

Seconded by Mr. Brimson. Carried.

The question of enforcing Rule 1 of the Columbus Car Service Association Rules and Rule 9 of the Official Classification was laid over for some future meeting.

The request of the Columbus Association of Car Foremen to use Room 2, meeting room in the Union Passenger Station, was granted.

Secretary read a letter from the Chief Joint Inspector, enclosing bids of several firms on furniture for use in his office. Mr. Glover moved that the matter be referred to the Executive Committee of Joint Inspection for action. Seconded by Mr. Morrell. Carried.

Minutes of the Yardmasters' Association were read and approved.

Secretary read the annual report of the Manager of the Columbus Car Service Association. Report was adopted as read, and copies will be forwarded to the lines members thereof.

The following subjects, brought up by Mr. Glover at the last meeting, were discussed:

At junction points where mail is interchanged between two roads, what is the responsibility of the receiving road in waiting for connection from delivering road?

At crossings where there is no interlocker, how far must trains clear the crossing after passing over same before trains of other roads are permitted to pass?

It was the opinion of the members present that the rules

and regulations of the Railway Mail Service covered the point first raised, and that there seemed to be nothing left for the Railway Companies but to comply with said regulations.

In the matter of "How far trains must clear a crossing while waiting for trains of other roads to pass," this was thought to be a matter that was purely local, and that the conditions surrounding such crossings would naturally govern, and that such clearances could be exacted as, in the judgment of the Operating Department, safety required.

December bill of the Central Association for \$10.10 was ordered paid.

Election of Officers.

Mr. Henry moved that a Committee of three be appointed by the Chair to nominate officers and report to the Association the tickets to be presented. Seconded by Mr. Glover. Carried. The Chair appointed Messrs. Henry, Rickert and Morrell.

Report of Nominating Committee.

For President, Mr. H. C. Ferris; 1st Vice-President, Mr. T. J. English; 2d Vice-President, Mr. J. H. Glover; Secretary-Treasurer, Mr. J. D. Berry.

Members Executive Committee for two years, Mr. W. E. Costello, Mr. W. H. Brimson.

Mr. Morrell moved that the report of the Nominating Committee be received and that the Secretary be instructed to cast the ballot for the ticket. Seconded by Mr. Glover. Carried.

The Chair appointed Messrs. Schaff and Rickert to escort Mr. Ferris to the chair.

Mr. Connors: There is only one thing left to do, and that is to appoint the Committee on Joint Inspection. If it please you, Mr. President, it will be agreeable, so far as I know, to reappoint the present Committee.

President reappointed the Committee, consisting of Mr. T.

F. Butler, S. S. Stiffey, W. H. Harrison, Jr., J. B. Morgan and Mason Rickert, and Secretary was instructed to notify the members of the Committee.

Mr. Morrell brought up the question of railroads failing to give the destination of passengers reported for connections.

Mr. Connors: I move that the Secretary of the Association request railroad companies, through the operating officer, to show destination of passengers to connecting lines, where the connections are close, in telegraphing their report to connecting line.

Seconded by Mr. Henry. Carried.

On motion of Mr. Connors, seconded by Mr. Glover, meeting adjourned at 3:00 p .m.

M. S. CONNORS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo Division, held Monday, January 10, 1898.

Meeting called to order by President Mills.

The following lines were represented:

C. H. & D. Ry.....	MR. S. B. FLOETER.....	Supt.
C. H. V. & T. Ry....	*MR. M. S. CONNORS.....	Supt.
F. & P. M. R. R.....	MR. W. D. TRUMP.....	Gen'l Supt.
Penna. Co.....	MR. J. B. MCKIM.....	Trainmaster.
T. & O. C. Ry.....	MR. T. F. WHITTELSEY...	Gen'l Supt.
T. St. L. & K. C. R.R..	MR. A. L. MILLS.....	Gen'l Supt.
Wabash R. R.....	MR. E. A. GOULD.....	Supt.
W. & L. E. Ry.....	MR. F. J. STOUT.....	Supt.

* Represented by Secretary.

VISITORS: Mr. T. J. Charlesworth, Gen'l Agent L. S. & M. S. Ry.; Mr. T. F. Smith, Jr., Master Mechanic Penna. Co.

The reading of the minutes of previous meeting was dispensed with.

Proposed Agreement for Interchange Car Inspection at Toledo.

Mr. Whittelsey, Chairman of the Committee, submitted the following report:

To provide for uniformity in freight car inspection and to facilitate the interchange within the switching limits of Toledo, as established by this Association, the representatives of the roads members of the Toledo Division of the Central Association of Railroad Officers hereby adopt the following rules and regulations to govern the inspection and interchange of freight equipment:

ARTICLE I.

SECTION 1. The Toledo Division shall elect annually a Standing Committee of six members to be known as the Standing Committee on Interchange Inspection. Said Committee to be composed of four members of the Mechanical Department and two members of the Transportation Department of the roads members of this Association. The Committee shall elect its own Chairman. Four members of the Committee shall constitute a quorum, and any vacancies occurring in the Committee shall be filled by the members thereof. It is understood, however, that no road shall have more than one representative on the Committee.

ARTICLE II.

SECTION 1. The Standing Committee shall have general charge and supervision of Interchange Inspection under instructions of the Toledo Division, to whom it will report monthly, or oftener when called upon.

SEC. 2. The Standing Committee shall appoint a Chief Interchange Inspector at a salary not to exceed \$115.00 per month and allow him an assistant at a salary not to exceed \$75.00 per month. Such appointments to be subject to the approval of the Toledo Division.

SEC. 3. The office of the Chief Interchange Inspector shall be located at such point as may be determined upon by the Standing Committee, approved by the Toledo Division.

SEC. 4. The expenses of the office shall be looked after and approved by the Standing Committee and be kept by the Secre-

tary of this Association, who shall make the necessary monthly assessments and pay the salaries and bills as they arise, as provided in the rules of the Association.

ARTICLE III.

SECTION 1. The Standing Committee will consider appeals from the decisions of the Chief Interchange Inspector.

SEC. 2. Appeals shall not be made to the Standing Committee without the consent of both parties to the dispute, but may be made direct to the Association without such consent, but in no case shall an appeal be made until after the ruling of the Chief Interchange Inspector has been complied with and the bills for the work done by his ruling have been presented.

ARTICLE IV.

SECTION 1. Master Car Builders' Rules shall govern Interchange Inspection, although roads members of this Association may vary from same by mutual agreement. Such agreements before becoming operative must be filed with the Chairman of the Standing Committee.

SEC. 2. The Chairman of the Standing Committee shall send one copy of the agreements referred to above at once to the head of the Car Department of each company in the agreement, and also one copy to the Chief Interchange Inspector, and shall instruct the Chief Interchange Inspector to be governed by such agreements ten days after such copy is sent to the different companies. Each road will promptly acknowledge receipt of copies of such agreements to the Chairman of the Standing Committee.

ARTICLE V.

SECTION 1. The Chief Interchange Inspector shall decide any disagreements which may arise between the inspectors under the rules.

SEC. 2. He must perform his duties impartially toward all roads members of this Division, and shall keep a record book, in a form prescribed by the Standing Committee, of all cases upon which he makes a ruling, and such book shall be open at all times to all members of this Division.

SEC. 3. In event the Chief Interchange Inspector issues a defect card against any road member of this Division, he shall notify the Master Mechanic or Foreman of Car Repairs of road carded against by furnishing a duplicate stub of such M. C. B. defect card.

ARTICLE VI.

SECTION 1. Inspectors at Interchange points may by agreement act jointly for the roads in interest if so desired by such roads.

SEC. 2. Inspectors failing to perform their work in a satisfactory manner shall be reported by the Chief Interchange Inspector to the proper officer of such road and the Standing Committee.

ARTICLE VII.

SECTION 1. Cars rejected by any road shall not be returned to the delivering road until such delivering road has been notified of the cause of rejection.

SEC. 2. In case a car which is in need of repairs should be overlooked by the inspector at interchange point and car delivered, said car may be repaired by receiving road on an order from the Chief Interchange Inspector, said order to accompany bill against road delivering car, provided the defect is discovered within the switching limits of Toledo.

ARTICLE VIII.

SECTION 1. In case a loaded car is delivered which is in need of repairs that render transfer necessary in order that repairs can be made, the Chief Interchange Inspector shall give

receiving road an order to transfer and charge same to road making delivery.

SEC. 2. The Chief Interchange Inspector will not give an order for transfer in such cases without receiving written notice from the Foreman of Car Repairs of the road which received the car that he can not make the repairs inside of 24 hours, shortage of material by any company not to be considered a reasonable excuse.

SEC. 3. The receiving line must not transfer a car when it considers that freight will not stand transfer without conferring with and receiving authority from the delivering road.

SEC. 4. This rule can be varied in order to comply with the U. S. Custom regulations governing goods in bond.

SEC. 5. Bills for transfer shall be rendered monthly in accordance with the schedule of charges in effect.

ARTICLE IX.

SECTION 1. It is understood that companies delivering cars shall be responsible for the over and improper loading, and shall pay for the transfer of cars made necessary from this cause.

ARTICLE X.

SECTION 1. In all cases where the Chief Interchange Inspector gives an order for transfer or repairs of cars he shall send a duplicate of said order to the designated officer of road delivering car, and fully set forth thereon the nature of the defects and the character of the lading.

ARTICLE XI.

SECTION 1. Roads wishing to refuse cars on account of their condition, or the lading of cars, or on account of the local conditions of their lines, such as tunnels, bridges, etc., may do so and can demand that the cars or lading be put in proper shape

before they receive the same by notifying the Chairman of the Standing Committee and the Chief Interchange Inspector, who shall send copy of such notice to the head of the Car Department of each road party to this Agreement. Such notices to be effective ten days after such copy is sent to the different companies. Each road will promptly acknowledge receipt of copies of such agreements to the Chairman of the Standing Committee. Notices now in effect to govern until discontinued or changed in regular manner.

ARTICLE XII.

SECTION 1. The articles of this Agreement may be amended at any regular or special meeting of this Association and adoption had at the next regular or special meeting upon due notice issued by the Secretary.

SEC. 2. The representatives of railroad companies parties to this Agreement not present at such meeting shall be allowed to vote by letter, and amendments shall be adopted if they receive a vote of two thirds of the roads parties to this Agreement, and the Secretary shall convey proper instructions to the Standing Committee.

ARTICLE XIII.

SECTION 1. This Agreement shall be in effect on and after the date of its approval by the members of this Association. It shall continue for the space of one year from the date of approval and thereafter unless abrogated by written notice of the representative companies, provided, however, no company shall withdraw from this agreement without giving 60 days' advance notice.

President: You have heard the report of the Committee, what is your pleasure?

Mr. Gould: I move that the report be received and that each road a member of this Association be requested to take same up with their Car Department and let them discuss these proposed rules and allow us to report at the next meeting.

Mr. Floeter: I second the motion.

Mr. Whittelsey: It seems to me it would be in order to amend that motion arranging for a letter ballot of roads members of the Association to be sent in so that matter may be closed at the next meeting, and will move to so amend.

Mr. Gould: I will accept the amendment.

The President called for a vote on the motion as amended and declared same carried.

Help Furnished by the Railroads in Loading and Unloading Freight Taking Carload Rates.

The Secretary read a report from the Local Freight Agents' Association advising that on account of the varying conditions at different freight houses it would be impracticable to discontinue furnishing help for loading and unloading package freight taking carload rates.

The report was ordered received and placed on file.

Car Service.

The subject of the circular enforcing car service on package freight taking carload rates was considered. It was decided that, because some roads were provided with large warehouse facilities and desired to have the privilege of setting free the cars by unloading and storing the freight, it would be impracticable to enforce this rule until some arrangement was made for a uniform warehouse charge to be applied in such cases in lieu of car service.

A resolution was passed providing for a Committee to take up this subject with the different roads and advise what charge for storing should be made which could be enforced, and which would be equitable to all roads.

The President named the following Committee:

Messrs. T. F. Whittelsey, A. H. Smith, S. B. Floeter, F. J. Stout and W. H. Potter.

The Secretary read a communication from Mr. Potter explaining that the Pennsylvania Company would be glad to enforce car service rules upon the Manufacturers' Railway, but suggesting that a consistent course must be determined by the Association, one which can be enforced in case of contest and car service collected by law, if found necessary.

On motion the matter was referred to the Executive Committee, with request that the members of the Committee take it up in all its phases with their respective Legal Departments and report at the next meeting.

Hour for Closing Warehouses.

The Secretary read replies received to request for letter ballot on resolution offered by Mr. Connors at December meeting to close warehouses on legal holidays all day, on Saturday at 3:00 p. m., on other week days at 5:00 p. m., which showed a majority voting in favor of its adoption and the President decided it carried. The question was raised whether it could be successfully carried out, inasmuch as the vote was not unanimous, and after a discussion of the matter a motion to reconsider the letter ballot was carried without a dissenting vote.

The Secretary was authorized to employ an Inspector for 30 days as part of the car service force and that he inspect the enforcement of the resolution closing freight houses for receipt of freight at 5:30 p. m. and report at the next meeting.

Prompt Remittances to the Secretary of Monthly Vouchers to Pay Employees of the Different Departments Paid Through this Association.

Mr. Whittelsey brought up the question of some arrangement being made to promptly pay the salaries of employees paid through the Secretary and suggested the providing of a fund to be placed in the hands of the Secretary for the purpose of defraying the expenses of the different Associations and put him under bonds.

Mr. Gould explained that in Detroit the Car Service Association expenses were paid on or about the first day of each month through the local agent on presentation by the Manager of bill regularly approved by the proper official of the Car Service Association, the roads having entered into an agreement of this kind, and suggested as a preliminary that the Manager correspond with the different roads and ask if such an arrangement can not be made at Toledo.

Mr. Charlesworth thought if bills were made out and sent to the different roads on the 25th of each month, and each road handled the bill the same as they do their gas bills, *i. e.*, treat them as special vouchers, that prompt payment of all assessments could be secured.

The Secretary was directed to at once take the matter up with all the roads with a view to securing prompt remittances.

Election of Officers.

The following were elected by a unanimous vote:

Mr. A. L. Mills, President; Mr. F. J. Stout, Vice-President;
Mr. Wm. Grogan, Secretary.

Executive Committee, Toledo Car Service Association:

Mr. A. H. Smith, Chairman, Mr. W. H. Potter, Mr. E. A. Gould, Mr. W. D. Trump, Mr. S. B. Floeter.

On motion adjourned to meet Monday, February 14, 1898.

A. L. MILLS,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

**Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,
Tuesday, January 11, 1898.**

Meeting convened at 10:05 a. m.

PRESENT.

Roads.

Representatives.

P. & P. U. Ry.....	W. E. BELL.....	Ass't Supt.
C. P. & St. L. R. R....	C. MILLIARD.....	Superintendent.
C. C. C. & St. L. Ry..	J. W. RILEY.....	Superintendent.
P. D. & E. Ry.....	R. B. STARBUCK.....	Gen'l Supt.
T. H. & I. R. R.....	B. MCKEEN.....	Superintendent.
" "	.....F. L. CAMPBELL.....	T. M.
Iowa Central Ry.....	C. W. HUNTINGTON..	Gen'l Supt.
" "	.....E. E. KERWIN.....	T. M.
I. E. & W. R. R.....	H. A. BOOMER.....	Superintendent.
C. R. I. & P. Ry.....	C. L. NICHOLS.....	Superintendent.

In the absence of both President and Vice-President, the Secretary called the meeting to order, and Mr. McKeen was elected temporary Chairman.

Chairman: You've all doubtless read the printed proceedings, and if there is no objection they will be approved without being read.

Chairman: Mr. Tompkins' absence is due, I presume, to the fact that he is down for a paper.

Secretary: Mr. Tompkins is in Chicago today on account of the P. & P. U. Executive Committee meeting there. However, he did not leave his paper with me.

Chairman: Our next is discussion of paper by Mr. Armstrong on "Water Supply." Has anyone anything to offer?

Mr. Riley: I move that we postpone any discussion of this paper until our next meeting, as several Divisions are to have papers on the same subject this month, and we will be better prepared to discuss it at our next meeting. Our Superintendent Motive Power is preparing one of these papers.

Motion prevailed.

Secretary: Something over a year ago, when the Master Mechanics' Association was organized, a resolution passed that a copy of the proceedings of all their meetings be sent to the Central Association for their information. The only meeting since their organization was held last month, the proceedings of which are as follows:

PEORIA MASTER MECHANICS' AND MASTER CAR
BUILDERS' ASSOCIATION.

Proceedings of the Annual Meeting, held in Room 27, Union
Depot, Peoria, Ill., Tuesday, December 14, 1897.

Meeting called to order at 9:30 a. m.

President B. Warren in the chair.

Present:

<i>Roads.</i>	<i>Representatives.</i>
P. & P. U. Ry.	J. W. Hill M. M.
" "	Rob't Cummings Foreman C. I.
T. P. & W. Ry.	B. Warren M. M.
C. C. C. & St. L.	John McClurg M. M.
R. I. & P. Ry.	Jos. Elder M. M.
C. R. I. & P. Ry.	W. H. Stock Div. M. M.
C. B. & Q. R. R.	R. W. Colville Div. M. M.

The minutes of the meeting held Dec. 22, 1896, were read and approved.

Mr. Warren: As Chairman of the Arbitration Committee, I have very little to report. We have not had a case reported to us during the year. There have been several times when parties called on me for an opinion of the rules, and some cases where little disputes have arisen as to receiving cars. I presume Mr. Hill and Mr. Elder have also given advice, but no case has arisen necessitating the calling of the Committee together during the year. Things have worked smoother and much more satisfactorily than they ever have before.

Mr. Colville: I think the mere fact of having a Committee on the ground is a preventive of cases arising. I must say that I never saw things move along at Peoria as smoothly as they have this last year. There has been no conflict or trouble of any kind, and it has been quite satisfactory to see all working so nicely as it has.

Chairman: Does any other member wish to speak?

Mr. McClurg: Everything has been satisfactory to us. I don't see how it could be better than it has been.

Chairman: Mr. Hill has probably had more trouble than any of us. We would like to hear from him.

Mr. Hill: I never saw things so satisfactory. We have had no trouble. Freight has moved without any delay.

Chairman: We ought to hear from Mr. Elder.

Mr. Elder: You would probably have heard from me before now if there was any kick coming. I think the adoption of the new rules by the M. C. B. Ass'n has tended lately to smooth matters out, as well, probably, as having the Committee on the ground. Whenever any dispute came up the Committee were here to take it in hand and prevent growth in the case.

Chairman: If there is nothing more, you have heard the report, what action will you take upon it?

Mr. Elder: I move the Committee's report be accepted and placed on file.

Seconded by Mr. Colville and unanimously carried.

Chairman: Our next is election of officers and new Arbitration Committee.

Mr. Colville: If in order I would move that the old board of officers and committeemen be re-elected for the ensuing year, and that the Secretary be authorized to cast the ballot of the Association accordingly.

Seconded by Mr. McClurg and carried.

The Secretary then cast the ballot for B. Warren as President, Jos. Elder as Vice-President, A. J. Elliott as Secretary, and B. Warren, Jos. Elder and J. W. Hill as Arbitration Committee.

No other business appearing, the meeting adjourned, 9:50 a.m.	
B. WARREN,	A. J. ELLIOTT,
President.	Secretary.

Mr. Riley: I move this report of the Master Mechanics meeting be received and printed in our minutes.

Seconded and carried.

Chairman: Is there any new business to bring before the meeting?

Mr. Starbuck: I should like an expression from the Superintendents present regarding the system of "Track Billing." What their experience has been, and what they think of it.

Mr. Boomer: The L. E. & W. has a system of furnishing cars at way stations to be loaded and billed on Peoria. The track bills are sent here and the grain sold, after which the Peoria agent rebills the cars and sends billing to the country agent before car is moved. It is sometimes 6, 8 and 10 days from the time car is first placed before it is forwarded.

Mr. Starbuck: What effect does it have on your switching and the delay to your trains?

Mr. Boomer: Not very much lately on account of it being hard to get cars, but sometimes we have to pull out cars and block a passing track and "saw by" passenger trains, and when we have billing it may be for only part of the cars that are being held.

Chairman: We might ask these questions of each member present:

- 1st. Do you use the system of "Track Billing" cars?
- 2d. Do you enforce car service on cars so billed?
- 3d. How long before car service charges apply?
- 4th. Do you think the practice should be done away with?
- 5th. Are you willing to take up the matter with a view to abolishing the practice?

Chairman: The system of "Track Billing" allows the man with no capital to bill a car to stand on track, then take his "track bill" and draw on some Peoria shipper for the value of the grain. The Peoria agent issues bill of lading to such point as the price and the rate may be most advantageous, often billing the car to a point where the car can't run.

Chairman: Mr. Nichols, do you have this practice on your road?

Mr. Nichols: Not to my knowledge.

Chairman: Mr. Boomer, do you?

Mr. Boomer: Yes, sir.

Chairman: Do you enforce car service on such cars?

Mr. Boomer: We have never collected demurrage on them and we have cases now where cars have stood 5 days. I just took the matter up recently.

Chairman: Would you be in favor of abolishing the practice?

Mr. Boomer: If all roads went into it I see no reason why we can't do away with it and do business the same as it is done further east. Some people may argue that it is an injury to their business.

Mr. Starbuck: There is no question but that shippers in Peoria would object if we undertake to do away with the practice. There is hardly a way station on our line where cars are held in this manner 4, 5 and 6 days. Meantime we switch them a dozen times and then only get billing for half of the "Track Billed." It is having a great deal to do with our revenue expenses, and is running them up very rapidly. I am

satisfied we could get trains over the road in one fourth the time we do if this free track billing were stopped. I never heard tell of "Track Billing" until I came to Peoria. I don't hear anything of it at other points, and the 4 or 5 roads who are practicing it here could, by unanimous action, put a stop to it. We are perfectly willing to abandon it, as an experiment at least, if the other roads will do likewise.

Chairman: Mr. Huntington, how is it with you?

Mr. Huntington: We don't have it.

Mr. Milliard: I don't think we do either.

Mr. Riley: We track bill, allowing the cars to stand 72 hours. If billing is not furnished by that time we run the cars to Champaign and store the grain in an elevator. I have done that 2 or 3 times and we have had no trouble since. It is an abuse that is growing, and as long as we tolerate it shippers will take advantage of us. I see no reason why we should favor the grain men any more than we should the coal men. We used to have more trouble than we do now. It is always the last car on the track when you receive the billing, and often we have not even room to place empties for loading. It is a bad habit.

Mr. Starbuck: I move we make the question of "Track Billing" a special order of business for discussion at our next meeting. Meantime we can take the matter up with our traffic departments.

Seconded and carried.

Mr. Starbuck: I should like to ask another question for information. What is your experience in the damage to merchandise where cars are handled by engines equipped with driving brakes and without them? Do you find increase damage to merchandise where driving brakes are used?

Mr. Nichols: We don't. We have a rule not to use driving brakes unless slack is taken out in the rear. Our driver brakes are nearly all connected with the air. A year or so ago we had trouble with engineers applying vacuum brake first and afterward applying the air.

Mr. Huntington: Ten or twelve years ago driver brakes were in use before the trains were equipped with air. Now we do the same as Mr. Nichols, have driver brakes connected with the air.

Chairman: You brake at the head end?

Mr. Huntington: Not entirely; we keep the slack out.

Mr. Campbell: Our engines are all equipped with driver brakes. Damage to freight is mostly due, on our line, to improper loading at the freight house. If freight is properly braced in loading damage will be small.

Mr. Nichols: With certain classes of freight you can't do that. Take stoves for instance; they are put up on legs, the manufacturers claiming it is cheaper to replace the breaks than to crate.

Mr. Starbuck: We are having so much trouble with damage to freight, and I am unable to determine whether it is poor handling by the freight house men or is due to the engineer's use of the driving brakes. I have been thinking of having engineers not use driving brakes when switching at stations.

Mr. Boomer: Where do you carry way-cars? At head or rear?

Mr. Starbuck: Rear.

Mr. Riley: We use driving brakes, but what little damage we have had to merchandise I find, upon investigation, is due to improper loading and not rough handling in the train. We've taken this up with the foremen in the freight houses.

Mr. Boomer: Don't you think train men are often responsible when taking out freight by leaving the balance in bad shape?

Mr. Riley: We have the agent check out freight with the conductor. The foreman of the crew does the switching and the conductor has nothing to do but to look after freight.

Mr. Campbell: Suppose the foreman gets into trouble, who do you hold responsible?

Mr. Riley: The foreman. We have three brakemen to a train.

Mr. Huntington: To what extent do you hold conductor responsible for the negligence, pure and simple, of the brakemen? It has been the habit to hold conductors responsible for any trouble with the train.

Mr. Nichols: If the conductor satisfies me that he has instructed his men, I hold the men responsible. If not, and he has allowed deviation from the rules, then I hold conductor responsible. It is his business to see that the men are told what and how to do it.

Mr. Huntington: We know it has been customary, where a brakeman rode a car in and mashed a draw bar, for the conductor to be just as much held for the trouble as the brakeman.

Mr. Nichols: We do not do that. We have allowed brakemen to pay claims for the result of just such carelessness.

Chairman: Do I understand that you fine your men?

Mr. Nichols: No, we do not ask them to pay the claim, but they would rather do it at times than to receive demerit marks.

Chairman: Would the paying of the claim wipe out the demerit marks?

Mr. Nichols: For that one offense, yes.

Chairman: That does not harmonize with your demerit mark system.

Mr. Nichols: He could not do that many times, but the effect is good in allowing him his choice between demerit marks and paying the claim a time or two. Take the Brown system, and there are no two roads working exactly alike.

Mr. Riley: We don't use marks. We enter up the charge against the man and bulletin the offense. He can call and see his record any time.

Chairman: I understand the Brown system don't have any marks. They keep a man's record.

Mr. Huntington: This merit and demerit mark business is a pretty large question. It is difficult to find a logical basis for marking. A man will get 10 marks on the Rock Island, 2 on the C. B. & Q., and more or less on different roads for the same offense.

Mr. Nichols: I look upon marks as being more severe than suspension, and have been giving 10 demerit marks where formerly the suspension would have been 10 days, but I think of splitting them in two, and where the suspension would have been 10 days give the man only 5 marks, and so on.

Mr. Boomer: On some roads the first offense is 5 marks, second, 10, third, 15, fourth, fired.

Mr. Starbuck: Would it not be a good thing if roads had a book on discipline, with a uniform system of marking, say for running through a switch so many marks, and different grades of punishment for different offenses?

(Various experiences in handling and disciplining men were here indulged in.)

Mr. Huntington: I should like to see a statement covering "break in twos."

Mr. Starbuck: We have on our road a great many grades, yet we have little trouble with "break in twos." We control our speed from the rear end.

Mr. Nichols: That's proper.

Mr. Huntington: I don't see how anyone can advance arguments against holding from the rear on roads having sags, hog-backs and hollows.

Chairman: I think a great many arguments could be advanced if the subject was up.

Mr. Huntington: I don't think Mr. Nichols would say make station stops with rear brakes and think he has been misunderstood. We have a rule to hold from the rear through sags, etc., and I have personally demonstrated that one brake will hold thirty to thirty-five loads and stiffen up the train so it will go over the knolls without any jerk whatever, and the air does not need to be used.

Mr. Huntington: Has anyone estimated the value of M. C. couplers in case of derailment and expensive wrecks? For instance, an engine runs off a switch, jumps the track at a good rate of speed—heavy engine—the engineer slaps on the air and throws her over (unless he has instructions not to) and runs the

train onto him hard, with the consequent result that cars run up in all directions, across the track, clear to the edge of right of way, etc. The M. C. B. couplers line up stiff and straight and there is very little trouble to get engine and cars on track again, whereas with links and pins cars would have been all cross-ways.

Chairman: Election of officers comes next, if there is no more new business. Nominations for President are in order.

Mr. Bell: I was requested by Mr. Tompkins to say, in regard to his possible re-nomination, that he would very much rather some other member be elected as your President, and that it would be better to have an outside man since a resident man is not necessary. His time is so much taken up with our executive board meetings, which are held the same day, that he feels that he could not do the Association justice, and would be glad if he was left out.

Mr. Riley: I move that the Secretary be instructed to cast the unanimous ballot of the Association for Mr. Starbuck as our President for the ensuing year.

Seconded and carried.

Secretary: I take pleasure in casting the ballot accordingly.
(Mr. Starbuck in the chair.)

Chairman: I presume it would be proper for me to extend my thanks to the members for the confidence and support. I shall be here as much as I can, and endeavor to make the Association as successful as possible.

Chairman: Nominations for Vice-President are in order.

Mr. Huntington was placed in nomination.

Mr. Huntington: I think some man should be nominated who is here oftener.

Mr. Tompkins, Mr. Armstrong and Mr. Riley were each placed in nomination.

Mr. Riley declined on account of having been elected to such office at Indianapolis.

A ballot was taken, resulting in the election of Mr. Huntington.

Mr. Huntington: It would be nothing short of brutal to decline this manifestation of your esteem, and I sincerely hope the President will be here at every meeting.

On motion the President was authorized to cast the vote of the Association for Mr. Elliott as Secretary and Treasurer.

Chairman: I will name as the Committee on Subjects for Discussion Messrs. Nichols, McKeen and Riley.

Adjourned at 12:00 m.

B. McKEEN,
Chairman *pro tem.*

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

St. Louis, Mo., January 16, 1898.

Mr. O. G. Fetter,
Sec'y Central Ass'n R. R. Officers,
Cincinnati, O.

Dear Sir: There was no meeting of the St. Louis Division,
Friday, January 14, account no quorum.

Yours respectfully,

G. L. SANDS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., January 12, 1898.

Meeting was called to order at 2:15 p. m. by President Palmer.

The representation was as follows:

A. T. & S. F. Ry.....Mr. J. W. STARR.....Supt. Term'ls.
C. & A. R. R.....(Not represented.)
C. R. I. & P. Ry.....Mr. W. H. STILLWELL. A. G. Supt.
“ “Mr. J. R. BLAIR.....Trainmaster.
H. & St. J. R. R.....Mr. E. G. FISH.....Ass't Supt.
K. C. F. S. & M. R. R..Mr. H. S. MITCHELL...Div. Supt.
“ “ ..Mr. W. H. CHURCHILL. Ass't T. M.
“ “ ..Mr. E. F. EDGECOMB...Agent.
C. M. & St. P. R. R.....(Not represented).
M. K. & T. Ry.....(Not represented).
C. G. W. Ry.....(Not represented).
K. C. O. & S. Ry.....(Not represented).
K. C. St. J. & C. B. R. R..Mr. E. G. FISH.....Ass't Supt.
Mo. Pac. Ry.....Mr. C. E. CARSON.....Supt. Term'ls.
Un. Pac. Ry.....Mr. A. T. PALMER.....Supt.
Wabash R. R.....Mr. JAS. LAUGHLIN....Trainmaster.
“Mr. U. B. DARNALL....Agent.
K. C. N. W. R. R.....Mr. C. E. CARSON.
K. C. P. & G. R. R.....(Not represented).
K. C. Belt Ry.....(Not represented).
Union Depot Co.....(Not represented).

VISITORS: Mr. C. W. Kouns, Supt. Car Service, A. T. & S. F. Ry.; Mr. J. R. Wentworth, Supt. Car Service, Mo. Pac. Ry.; Mr. A. J. Elliott, Manager Illinois Car Service Ass'n, and Mr. C. W. Sanford, Manager Mo. Valley Car Service Ass'n.

President: If there is no objection the reading and approving of the records of the last meeting will be dispensed with, as the records have been printed and sent to all members of the Association. I hear no objection and they will stand approved as printed.

President: The first in order is unfinished business.

Secretary: The only unfinished business is the subject of checking carload freight at warehouses. It was decided at the last meeting to refer the matter to the Local Freight Agents' Association for their recommendation, report to be made at this meeting. I accordingly addressed the following letter to the Secretary of that Association:

Kansas City, Mo., December 9, 1897.

Mr. U. B. Darnall,

Sec'y Local Freight Agents' Ass'n.

Dear Sir: At the meeting yesterday we had up the question of checking inbound and outbound carload freight at warehouses.

It was decided to refer the matter to the Local Freight Agents' Association for their recommendation, report to be made at our next meeting.

Will you kindly present the subject?

Respectfully,

(Signed) B. H. GARRIGUES,

Secretary.

To this letter I have received the following reply:

Kansas City, Mo., January 6, 1898.

Mr. B. H. Garrigues,

Secretary Superintendents' Association.

Dear Sir: Replying to your communication of the 9th ult., beg to advise that it was read before the meeting of the Local

Freight Agents' Association on January 3, and all members of this Association were instructed to keep an accurate account of the cost per car, in checking short house cars and report at our next meeting, which will convene the first Monday in February. Our Association hopes to adopt a resolution or recommendation to be submitted before the meeting of the Central Association of Railroad Officers in February.

(Signed) U. B. DARNALL,
Secretary.

Mr. Mitchell: I move that in view of the letter read that the matter be laid over until our next meeting.

The motion was seconded and carried.

President: If there is no other business, the next in order will be the discussion of the subject "The best means of effecting economy in the use of supplies by stations and trains." I understand Mr. Jones was to prepare a paper on the subject.

Mr. Stillwell: Mr. Jones is not here today. I saw him last week and he is not feeling very well and, I believe, is undergoing an operation. I believe, however, that he will be in position to be here at the next meeting. I will tell him that we will expect the paper at the next meeting.

President: If there is no objection the matter will be laid over until the next meeting. Are there any other matters for discussion?

Mr. Carson: There is one thing that was talked of informally at a meeting some time ago, at which there was no quorum; that is, the advisability of discussing questions that have been previously assigned for a meeting at times when there is no quorum. I believe that we should not come here and spend our time, as some superintendents who come from a distance must do, without getting some profit from it.

Mr. Mitchell: I am inclined to agree with Mr. Carson that we should adopt some such rule. The purpose of having a quorum is simply to insure there being an adequate representation of railroads when any business that affects the railroads is

transacted. As we all know, these discussions have no binding effect on the railroads, and are simply for the benefit of the members in attendance, so if we come to these meetings and find that there are not enough present to transact regular business there is surely no reason why we should not, even if there are only a very few present, carry on the discussion of some matter of practical value. As we have a quorum today, I would move that the Association authorize the members present on any regular meeting day, even if lacking a quorum, to discuss whatever may be the subject for discussion that day, having the discussion taken down the same as if there was a quorum, and that it be published as the minutes of the meeting for that day, together with the information that there was not present a sufficient number to form a quorum for the transaction of regular business. I think there would be another advantage in that, and that is that whenever there was no quorum those who were in attendance would still have the credit of being there, as the names of those who were there would be shown in the minutes.

The motion was duly seconded and carried.

President: I will say that I think the motion made by Mr. Mitchell is well taken.

Mr. Mitchell: As a subject for discussion today, I would suggest "The practice of and the necessity for keeping main-track switches in large yards locked, and the disposition of switchmen to destroy the locks when such switches are furnished with them."

President: That is something we are all interested in.

Mr. Starr: I will say for the Santa Fe that wherever it is found necessary to lock main-line switches and we find any switchmen breaking them open, unless it can be shown that there was good cause for the action, we discharge them from the service for malicious destruction of company property. We have locks on all main-line switches where we don't have switch tenders.

President: I will state that this has been one thing that we have had a great deal of trouble with in our yard, and we have

discharged a great many men for failing to lock switches, even if they didn't break the locks. But I maintain that every main-track switch should be kept locked except when in actual use. There are one or two switches where we connect with the Missouri Pacific at the east end of the bridge and at State Line that we don't keep any lock on, but all trains run very slowly there and they are split switches, so there could be no danger of getting off the track. At the west end of the bridge we keep everything locked. We have had some trouble with switchmen leaving the switches unlocked, but in every case we have had a special policeman get after them and locate the right man and he has been discharged.

There are a great many people walking through our yards and we have had one or two experiences with such people catching hold of the handle of a switch and derailing a train. Rock Island Train No. 22 was derailed that way at the west end of the bridge, and our No. 11 was wrecked about two and a half years ago at the west end of the bridge the same way. That is where we have the crossover with the Missouri Pacific. That time the Missouri Pacific left the switch unlocked, of course. They had been over with a transfer, as near as we could find out, and were the last ones to use the switch.

Mr. Stillwell: It is the practice on the Rock Island to keep all main-line switches locked in yards. We have had lots of trouble with switchmen breaking the locks and throwing them away and leaving the switches unlocked. We have pursued the same practice as Mr. Starr stated and followed it up as far as possible, and insisted that they shall be kept locked. We have even gone so far as to tell our yardmaster that we would hold him personally responsible for the condition of the locks; that if he could not see that the instructions were followed that we would have to put somebody in his place that would. We consider it very important that main-line switches should be kept locked except when in use.

President: I would like to get your views regarding switch keys that can not be taken out of locks until they are locked.

We have a great deal of trouble on that point. I have always been opposed myself to switch locks that work in that way. I would rather have a lock so that the head man can open the switch for a train and take out his key and the rear man can close the switch, the conductor, of course, being responsible. I have seen a good deal of trouble from these locks that operate in that way. There are many that think them an advantage, but I believe that anyone handling them practically will agree with me that a lock that don't hold the key is the best. I don't know whether the matter has been brought to your attention here or not.

Mr. Stillwell: Three or four years ago the Rock Island adopted a switch lock similar to this, which you could not get the key out of until locked. We found so many of them broken and so many broken keys, and also that after they became worn a little the brakemen would get to manipulating them so that they could get the key out and still leave the lock open, that we finally abandoned them entirely. I don't think they are a good lock.

Mr. Starr: The Santa Fe use the lock that the key can be removed from without locking.

Mr. Mitchell: The Memphis does too.

Mr. Carson: I will say for the Missouri Pacific that all of the main-line switches outside of Kansas City yard proper are kept locked. In the yard they are not locked. I have not had any trouble since I have been at Kansas City on account of locks being broken. In regard to the kind of lock, I certainly think that a lock which will not permit of taking the key out until it is locked again is a very poor device.

President: There is another thing about these locks, and that is that the head brakeman after opening a switch, in order to get his key, has got to lock the switch, and the rear brakeman has to jump off and unlock the switch and open the lock and close the switch, and it makes delay besides the danger. I think a great many locks are broken on that account. I can't see where there is any advantage but I can see where there is a

disadvantage in having a lock that you can't get the key out of until it is locked.

Mr. Laughlin: All our main-line switches outside of Kansas City yard are kept locked, but we have no locks on the main-line switches in Kansas City yard. Inside the station limits passenger trains and all other trains reduce speed.

Mr. Mitchell: That is the case on the Memphis. All the inside switches that are locked are the Kansas City Belt cross-over. All the others are not locked, but excepting those in the immediate vicinity of the yardmaster's office, all those switches are governed by the Hall automatic signals, which if the switch is not closed for the main line will show danger and give ample warning. I am sure that it would be utterly impracticable to keep our inside switches locked. It would cause numerous delays and retard the movement of transfers very greatly, and with us we are obliged to use our main line as switching leads, so that it is entirely out of the question to keep those switches locked. We require trains to pass through the yard under perfect control.

We have recently made a change in our switch targets which I am very much interested in. I tried to get the change made four or five years ago, but was unsuccessful until recently. Formerly when a switch was all right for the main line it showed the face of a white disc with a black dot painted in the center. The change that we made was to have the target, when the switch was set for the main line, show only the sharp edge towards an approaching train, and when it was set for a siding or turnout of any kind it would show a red disc with a small white spot in the center to make it more distinct and easier seen. We made the change about two months ago, and we were a little bit fearful of trouble, but we issued instructions to all concerned to use the utmost caution, and so far we haven't had any engines or cars off the track.

We are very much pleased with the change. I feel that under the old plan where there are a large number of switch stands together an engineer would be more likely to miss ob-

serving one that was wrong. If there were four or five discs he would not be likely to notice that the sixth was not visible, or the sixth might be behind some other one in line with it. We have had several cases of that kind where engineers have run in open switches just because the engineers had failed to observe the absence of a disc. Now, an engineer going through a station will see nothing at all if the switches are all right, but if one switch is wrong he is confronted with a bright red disc, which he can hardly miss seeing. Of course, in either case the men are expected to keep a sharp lookout, but I think we will have to admit that they are more likely to observe a disc than the absence of one.

President: That has been my idea of switches for ten years, and I have had the matter up as many times, that there oughtn't to be anything seen when the switches are set for the main track, and when they are set for the side track they should display a large red target. My experience has been that engineers don't have their minds on the targets, but they have their eyes on the main track to see that it is clear, and nine out of ten of them going through a yard, if a switch is wrong, will run into it, unless he has his mind on the target. Take a train having a run of 140 miles, there are in the neighborhood of three or four hundred targets to look out for, and, as stated by Mr. Mitchell, an engineer would not be so likely to notice that one was wrong, but the attraction of a red signal would give him a start and cause him to see it if there wasn't any target shown when the switch was right. We had a case a short time ago at Russell where it was right on a straight line and just as plain as could be, but the engineer put his whole train in on the sidetrack before he saw it and could get stopped. It happened that there were no cars on the sidetrack so there was no damage done.

That has been my idea of switch targets for a good many years, just as I believe that switch lights ought to be green and red instead of red and white.

Mr. Mitchell: I should add that we have made use of

another idea that I got from the Michigan Central when I made that trip to Detroit last summer. That is, that the targets of sidetrack switches and of derail switches should be painted green, so that an engineer running a train on the main track would not be frightened to death by seeing, perhaps around a curve, the disc of some sidetrack switch.

I will say that our switch lights are white and red, but I must say that I believe they ought to be green and red.

Mr. Laughlin: What makes you think they should be green and red?

Mr. Mitchell: For the simple reason that white is so deceiving and is liable to be confused with lanterns. I believe that main-line switches when set for the main track should show green, and for the sidetrack, red.

Mr. Stillwell: There have been cases where the glass has got broken and the signal turned for danger would show white, if there was no wind to blow it out, and would be taken for safety. For that reason, if green was the color for safety and the lens was broken, an engineer approaching would see the white light and would know that something was wrong. We have had in our Chicago yard in the interlocking cases where signals should have shown red and the lens was broken and they showed white. Another thing, we have train order signals on our road where we use electric light. It would be a very easy matter there to make a mistake if the lens was broken, as the wind would not blow the light out. If it was turned for red it would show white, where if two colors, green and red, were used, and it showed white an engineer would immediately know that something was the matter with it. It would be an imperfect signal.

* At one time I believed that white and red were the proper colors, but I have changed my mind.

Mr. Carson: This subject we are discussing is very closely allied to one that I heard discussed some time ago in your office, Mr. President, and for the benefit of the members present I would like to have you tell them what your experience has been

on the Union Pacific with the device that you have adopted for telling when a freight train has broken in two from the rear end. I am sure it will prove of interest.

President: Well, there isn't anything to it, only when I went on the west end of the Union Pacific a number of years ago they were having a break-in-two-and-run-together about every week and I thought it would be a good plan to have all the air cars next the engine and put a gong in the caboose and string a bell rope from the gong to the last air car. If they broke in two between the last air car and the engine, of course the air would set, and if they broke in two behind the last air car it would ring the gong. When that was put in operation it virtually broke up the getting together of freight trains and it is almost an unknown thing now. We carry bell rope sufficient to string over all non-air cars in freight trains from Junction City to Ellis, and the orders are to string the rope as I have stated in foggy and stormy weather and after dark. Take a train of thirty or forty cars, twenty of them air and the balance non-air, in making stops it is a hard matter to tell whether the train is separated or not. They may not be separated more than a couple of car lengths and come together and cause quite a serious accident. With this arrangement we obviate it almost entirely. Since it was adopted some nine or ten years ago we haven't had anything like the amount of getting together. It took me about a year before I could get our folks to send for the rope and keep it in stock. We bought enough for two trains before we got any and ran them for a year or so. It proved so successful that now it is a part of the regular equipment of a train.

Mr. Stillwell: We have a system of handling trains partially equipped with air from the rear of the train by setting the hand-brakes, which has been such a success in preventing trains from breaking in two that the Pennsylvania Co. recently sent a man over our road with a view of adopting our method. We formerly had a great deal of trouble with trains breaking in two in making stops and the trainmen not knowing they

were broken in two. When an engineer would make an application of the air the train would bunch up, a pin would fly out, and the result was a break-in-two. I was on the Iowa Division at that time and Mr. Jones and I talked the matter over a good deal and we finally decided that we would require enough hand-brakes set on the rear end of the non-air cars in going into stations and making stops to prevent their running together in case they were broken in two, and it stopped it. Then we had trouble with engineers not using air properly in making stops, on account of passengers in cabooses of local freight trains. After we commenced having brakes set on the rear end, if the engineer did make a severe application the shock was not so great. We are very much pleased with this system.

There being no further business, an adjournment was taken until the date of the next regular meeting, February 9, 1898.

A. T. PALMER,

President.

B. H. GARRIGUES,

Secretary.

CENTRAL ASSOCIATION

... OF ...

RAILROAD OFFICERS

PROCEEDINGS.



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1898.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

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Officers of the Central Association of Railroad Officers and Its Various Divisions.

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H. S. MITCHEL..... 2d Vice-Prest.
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WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
B. H. GARRIGUES....	"	Kansas City "
O. G. FETTER.....	Treasurer.....	Cincinnati Divisio
G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON.....	"	St. Louis "
.....	"	Kansas City "

CINCINNATI DIVISION.

D.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati Division, held in Room 71, Carew Building, Cincinnati, Ohio, Tuesday, February 8, 1898.

1.

Meeting called to order at 11:05 a. m., with President Lewis in the chair.

The following lines were represented:

B. & O. S-W. Ry.....	MR. C. H. HOWARD.....	Supt.
“ “	MR. C. C. RILEY	Supt. C. S.
“ “	MR. J. G. NEUFFER.....	G. M. M.
C. C. C. & St. L. Ry....	MR. G. W. BENDER.....	Supt.
“ “	MR. B. F. SIPP	Supt.
“ “	MR. F. M. LAWLER.....	D. M. M.
C. H. & D. Ry	MR. A. GALLOWAY.....	Supt.
“ “	MR. G. H. WALDO	Supt. C. S.
C. N. O. & T. P. Ry *	MR. W. J. MURPHY	Supt.
C. & O. Ry.....	MR. GEO. W. LEWIS	Supt.
“	MR. W. T. SMITH.....	A. M. M.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
“ “	MR. LEWIS HOOD.....	Supt.
“ “	MR. PULASKI LEEDS.....	Supt. Mch'y.
“ “	MR. WM. ADAIR	D. M. M.

* Represented by J. M. Arnold, Agent.

On motion reading of the minutes of the previous meeting was dispensed with.

Standing Committee on Subjects for the Ensuing Year.

It was moved and carried "that the President appoint a Standing Committee of three, to be known as the Standing Committee on Subjects, to select topics to be presented to this Association for discussion during the ensuing year."

The President appointed as that Committee Mr. G. W. Bender, Chairman, Mr. A. Galloway and Mr. Brent Arnold.

Using Foreign Equipment for Switching Service between Local Industries.

The Secretary read the following communication from the Cincinnati Local Freight Agents' Association:

Cincinnati, Ohio, February 2, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held this date, the matter of misuse of freight equipment in switching service was considered, and it was

Resolved, That the matter be referred to the Central Association of Railroad Officers.

Herewith correspondence.

Yours truly,

(Signed) O. G. FETTER,

Secretary.

The Secretary also read letter from Mr. J. R. Cavanagh, Superintendent Car Service, C. C. C. & St. L. Ry., stating that it would be impossible for him to be present at meeting today and asking that the matter be laid over until the next meeting, which was done.

Furnishing Labor to Check and Seal Shipments Loaded on Private Sidings.

The Secretary read the following communication from the Cincinnati Local Freight Agents' Association:

Cincinnati, Ohio, February 2, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held this date, the matter of furnishing labor to check and seal shipments loaded on private sidings was considered, and the following adopted:

Whereas, the practice of sending men to load, check and seal carload and less than carload freight on private sidings has become so voluminous as to be very expensive,

Resolved, That we respectfully request the Central Association of Railroad Officers to adopt a rule prohibiting this practice in the future and requiring shippers having private sidings to use their own seals.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

It was moved and carried "that the matter be laid over until the next meeting, in the meantime the Secretary to notify all lines that the subject will be brought up for consideration at the next meeting."

The Secretary next read communication from the President of the Central Association of Railroad Officers as follows:

Toledo, Ohio, January 28, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: I wish you would write to the different Divisions of the Central Association and request their Secretaries to place

in the call for the February meeting the subject of place for holding the next annual meeting in July. It might be well to mention the fact that an attempt was made to hold a meeting at Cincinnati yesterday, but owing to lack of quorum no business was done. I think it would be well for each Division to discuss this question so that the Executive Committee, at a meeting late in February, can be guided somewhat by the opinions of the different Divisions. My own notion is that in deference to our western members we should not undertake to go too far east, neither do we want to go to Chicago. Would not Benton Harbor or St. Joseph, Mich., be a good place? Warsaw, Ind., also presents some attractions.

Yours truly,

(Signed) T. F. WHITTELEY,

President.

Put-in-Bay, Benton Harbor, St. Joseph, White Sulphur Springs, Hot Springs, Mackinaw Island, Old Point Comfort, St. Clair and Niagara Falls were suggested for the consideration of this Division as the place of the next annual meeting, and after discussion on vote Niagara Falls was unanimously chosen by this Division.

Members Proposed.

The name of Mr. O. B. Hollingsworth, Trainmaster L. & N. R. R., East Louisville, Ky., was proposed for membership and duly elected.

Transfer of A. S. B. Car No. 66.

Mr. Brent Arnold submitted papers in this case and asked that the same be referred to the Standing Committee on Joint Inspection for ruling, which was done.

On motion meeting adjourned at 11:40 a. m.

GEO. W. LEWIS,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station February 12, 1898.**

Meeting called to order at 10:10 a. m. by President H. F. Bickell.

The following lines were represented :

C. C. C. & St. L.	G. W. BENDER.....	Superintendent.
P. C. C. & St. L.....	J. S. MAY	Superintendent.
“	J. W. CONNEYS	Trainmaster.
L. E. & W.....	H. F. BICKELL	Asst. Gen. Supt.
“	M. P. DENISTON.....	Trainmaster.
P. & E. R. R	J. W. RILEY.....	Superintendent.
“	C. A. PAQUETTE.....	E. M. of W.
I. & V. R. R.....	M. W. MANSFIELD....	Superintendent.
L. N. A. & C.....	A. J. O'REILLEY.....	Gen'l Agent.
“	F. M. QUIMBY	Trainmaster.
Vandalia.....	O. E. RAIDY.....	Trainmaster.
I. U. Ry.....	A. A. ZION.....	Superintendent.

The minutes of the previous meeting were approved as printed.

The Secretary stated that, as directed at the last meeting, he had obtained bids on necessary stationery for the ensuing year, viz. :

Chance-Matthews Printing Co.	\$10.75
Hampton Printing Co.	8.00
W. B. Harrison & Sons	7.25
W. B. Burford	7.25

Mr. Zion: I move the contract be awarded to W. B. Burford.

Motion carried.

The Secretary: Also, under the head of unfinished business, we have the subject proposed by Mr. O'Reilley at the December meeting in reference to uniform time for closing freight houses.

The Chair: What will you do with the subject, gentlemen? This is rather an important matter.

Mr. O'Reilley: We ought not to take the matter up until all roads are represented. There should be uniform action. This matter was at one time referred to the Local Agents, who made arrangements for closing the freight houses at a stated time; this, however, proved to be only temporary. It occurred to me to be proper to bring the matter before the Superintendents and let them agree on a specified time and issue the instructions to the Local Agents. Since all the members are not here, I ask that the matter be postponed until we can have a larger representation.

Mr. Bender: As it is seldom all the lines are represented at any one meeting, would it not do to have the Secretary canvass the matter by letter between this and the next meeting?

Mr. Mansfield: I think it would be well to pass a resolution that it is the sense of this meeting that we close the freight houses at a certain hour; but there are some Superintendents who do not have direct control of the agents; as I understand it, they are under control of the Traffic Department, and an order from the Superintendents to close at a certain hour would probably not be approved by the Traffic Department and would not be effective.

Mr. Bender: I move that between this and the next meeting the Secretary secure a letter ballot from all roads as to a uniform closing hour.

Mr. Mansfield: I move that the closing hour be made 5:00 o'clock.

The Chair: Would you make it the same Saturdays as through the week?

Mr. O'Reilley: Yes, because, you see, we don't recognize any half holidays on Saturdays.

The Chair: Any resolution which we may adopt will simply express the sense of the meeting and will not be binding in any way.

After further discussion the motion was amended as follows:

Resolved, That it is the sense of this meeting that 5:00 o'clock be the closing hour for all freight houses in Indianapolis, Saturdays included, and that the Secretary take a letter ballot and report the result at the next regular meeting.

Adopted.

The Secretary read a communication from Secretary Fetter in regard to place for holding the next annual meeting in July. After discussing the advantages and disadvantages in holding the meeting in St. Joe, Benton Harbor or Warsaw, it was the sense of the members present that Mackinac Island would be a more desirable place for holding the meeting. A resolution to that effect offered by Mr. Raidy was unanimously adopted.

The Secretary: We have the following communication from Mr. W. W. Beecher, Secretary of the Carmen's Association:

Indianapolis, Ind., January 27, 1898.

Mr. G. B. Staats,

Sec'y Central Ass'n of R. R. Officers.

Dear Sir: At the monthly meeting of the Car Foremen's and Inspectors' Association of the 19th inst., the question of the small attendance of members at monthly meetings was discussed. The roads represented at that meeting were as follows:

C. C. C. & St. L. Ry., P. C. C. & St. L. Ry., L. E. & W. Ry., C. H. & D. Ry., T. H. & I. Ry., I. U. Ry.

It was the sense of the meeting that, as the matters taken

up and discussed at those meetings are of a general nature, it is very important that all of the roads be represented. I was therefore instructed to ask you to bring the matter before the members of the Central Association of Railroad Officers with the view to having such steps taken as will insure all of the lines being represented by one or more members at monthly meetings.

Yours truly,

W. W. BEECHER,
Secretary.

Mr. Riley: It is very necessary that each road should have a representative at these meetings.

Mr. O'Reilly: I move that the Secretary forward a copy of letter just submitted to the Superintendents, especially to those whose men fail to attend the meetings.

Motion seconded and carried.

Secretary: I also have the minutes of a meeting of the Car Foremen and Inspectors' Association, held January 19, in which the following matters appear:


"The Chair: We would like to hear the opinion of the members present in regard to the charges and credits to be allowed when second-hand automatic couplers are applied.

Mr. Pugh: I think, so few members being present, it would be best to lay that over and have the members of this Association bring it up at the next meeting.

This suggestion being put in the form of a motion and duly seconded, was carried.

Mr. Fisher cited a case of a car being delivered to the Big Four by the Belt, which was not in fit condition to handle. The Big Four returned the car and afterward received a telephone message from the Pan Handle shop saying they had no right to return the car. The car had been shopped before it came to the Big Four.

Mr. Pugh: I don't think it best to let a car go forward when shopped, because, in that case, if a man is injured it makes the company liable.



After a further discussion of this matter it was the decision of the members present that the Big Four were justified in returning the car, as it was unsafe to handle.

It was then stated that Mr. Gilmore could not be present in the future at these meetings, and on motion Mr. A. H. Wiese was elected to prepare the paper to be read at the next meeting.

The Secretary read a communication from Mr. E. E. Morris, who has charge of inspectors in and around Louisville, Ky., and Jeffersonville, Ind., as follows:

Louisville, Ky., January 19, 1898.

Mr. W. Swanston, Master Mechanic.

Dear Sir: Referring to your letter dated January 12, in regard to the meeting of the Car Foremen and Inspectors' Association, to be held Wednesday, January 19, at 10:00 o'clock a. m., this is too early for our men and they can not attend unless they go up the night before the meeting is held, and of course they do not want to be at the expense of laying over at Indianapolis. If it could be arranged so that the meeting could be held after the arrival of No. 19, we could always arrange to have two or three of our Inspectors attend.

Yours truly, E. E. MORRIS,

Road Foreman of Engines.

It was then stated that No. 19 arrived at 11:20 a. m., and on motion, duly seconded, it was decided to change the time for the meetings of the Association from 10:00 a. m. to 2:00 o'clock p. m.

Mr. Pugh: I think it would be a pretty good idea if the Secretary should notify the different heads of the departments what the subjects are for the next meeting, giving twelve days' notice instead of five days' as heretofore. This matter was left open for further action at the next meeting."

The question of changing the hour for holding the meetings of the Indianapolis Division was next given consideration. It developed that not only a change in the hour, but also a change in the day would be advantageous in some respects. By hold-

ing the meetings in the afternoon it would enable members living at a distance to reach the city in ample time. The question of changing the time for holding the Car Service meetings was also considered. It was thought if the meetings of the two Associations were held on the same day it would not only be convenient to most members, but be conducive to increased attendance at both meetings. After further discussion the following resolution offered by Mr. O'Reilley was adopted:

Resolved, That the date and hour for holding the regular monthly meetings of the Indianapolis Division be changed from the first Saturday preceding the second Monday in the month, 10:00 o'clock a. m., to the first Monday in the month, 2:00 o'clock p. m. Effective month of March, 1898.

Chairman: In regard to reports of Committees, this subject was passed over because there were no reports submitted.

Mr. O'Reilley: I would suggest that members send to the Secretary a list of the subjects which they desire to be discussed. This will do away with your Subject Committee. Let them send to the Secretary the subjects on which they would like to have papers read or discussed. I think in that way you would have kind of a "free for all." It wouldn't be in the hands of a Committee. The Chairman could then delegate some one to write up the subjects.

The above not meeting with any objection, was approved by consent.

Mr. May: Would it not be well to notify all members of the Association, those who are not present as well as those who are present?

Secretary: Yes, I will do so by circular letter.

Mr. Bender: We are to be favored by a paper from Mr. Lawler on Water Supply, which will be ready probably by the next meeting.

There being no further business, the meeting adjourned at 11:00 a. m.

H. F. BICKELL,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 2, Union Passenger Station,
February 16, 1898.**

Meeting called to order at 2:00 p. m., with President Ferris
in the chair.

The following lines were represented:

T. & O. C. Ry.....	MR. H. C. FERRIS.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
P. C. C. & St. L. Ry.....	MR. E. MORRELL.
Z. & O. R. Ry.....	MR. J. S. GILLESPIE.

Reading of Correspondence.

Columbus, Ohio, Jan. 13, 1898.

Mr. J. D. Berry,

Secretary C. A. R. R. O., Columbus, Ohio.

Dear Sir: I have the honor and pleasure to acknowledge,
on behalf of the Wholesalers' & Manufacturers' Association of
the Columbus Board of Trade, your favor of the 12th, announc-
ing the decision of your Association granting our request for
keeping freight houses open on all working days, except Satur-
day, until 5 p. m., and until 3 p. m. on Saturday, from Janu-
ary 15. I beg to assure you that the Association fully appre-

ciates your action in this matter and that it will redound to the benefit of every shipper in the city and the railroads as well, and we will cooperate with you so far as possible in maintaining these hours.

Thanking you for the favorable consideration,

Yours very truly,

(Signed) O. A. MILLER,

President W. & M. A.

Letter from T. F. Whittelsey, President Central Association of Railroad Officers, requesting that the Association vote on the place of holding the next annual meeting, was read. The Columbus Division voted in favor of Mackinaw.

Reports of Committees.

Secretary read the following letter from the Executive Committee on Joint Car Inspection:

“At a meeting of the Executive Committee on Joint Car Inspection it was decided to abolish the position of ‘clerk’ to the Chief Joint Inspector, and for this reason a double, flat-top desk was thought unnecessary, but we, however, recommend the purchase of a chair, not to exceed \$3.00, and a single, flat-top desk.”

Mr. Connors: I move that the report of the Executive Committee on Joint Car Inspection be adopted and their recommendations approved, and that the Chairman of the Committee on Joint Car Inspection be notified that this Association has arranged with the Superintendent of Car Service to furnish Joint Inspector with a desk and chair until such time as this furniture may be needed by the Superintendent of Car Service.

Seconded by Mr. English. Carried.

Minutes of the meetings of the Yardmasters' Association and Association of Car Foremen were read and approved.

The following resolution, offered by Mr. Hoey at the 15th meeting of the Association of Car Foremen, was read:

"Realizing that the amount of labor and material required in rendering bills for freight car repairs under the Master Car Builders' Rules often exceeds the amount of the bill, it is the opinion of this Association that a great many such bills could be done away with by a monthly comparison of repairs made by the lines centering here. Be it therefore Resolved, That the Foremen representing the lines centering in this city compare, at the monthly meetings of this Association, the stubs of repair cards issued for repairs made to cars belonging to the said companies during the intervals between these meetings, and where the repairs made by one company, not exceeding a certain amount, to be decided upon by the Central Association of Railroad Officers, are offset in cost by those made by another company to cars belonging to those companies, the repair stubs covering said repairs shall be cancelled and no bills rendered."

Mr. Connors moved that the resolution be spread upon the minutes and the vote of the roads interested in the adoption or rejection of the same asked for through the Secretary. Seconded by Mr. Morrell. Carried.

Following resolution offered by Mr. Connors:

"Resolved, That the attention of the officer in charge of the Operating Department of roads members of this Association (who have not attended the meetings regularly within the past year) be called to the fact that interest in the meetings seems to be failing, and that unless a greater effort is made to be present or represented that the Association might better discontinue its meetings. The work that the Association is called upon to do, through the failure of all roads to be represented, falls to the few who are faithful in attendance at all meetings, which places an unfair burden upon the few; that the officer in charge be requested to signify his intention in the matter of future representation, that action may be taken at the next meeting of the Association."

Seconded by Mr. English. Carried.

Mr. Connors moved that fruit and vegetables be included under the 96-hour schedule of unloading, with coal and coke, instead of the 48-hour schedule, as heretofore, on and after March 1, and that Secretary notify the Local Agents of this change. Seconded by Mr. English. Carried.

Renewal of the bond of the Superintendent Car Service was submitted and approved for the year 1898.

Bill of the Central Association of Railroad Officers, amounting to \$9.38, was ordered paid.

Mr. English moved that the Secretary be instructed to confer with each line by letter, with a view to placing car service collections in the hands of the Superintendent of Car Service. Seconded by Mr. Connors. Carried.

On motion of Mr. Connors, seconded by Mr. Morrell, meeting adjourned at 3:30 p. m.

H. C. FERRIS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, February 14, 1898.

Meeting called to order by President Mills.

The following lines were represented:

C. H. & D. Ry.....	MR. S. B. FLOETER.....	Supt.
C. H. V. & T. Ry	MR. M. S. CONNORS	Supt.
L. S. & M. S. Ry.....	MR. A. H. SMITH	Supt.
“	MR. T. J. CHARLESWORTH, Gen'l Agt.	
Penna. Co.	MR. W. H. POTTER.....	Supt.
T. & O. C. Ry.....	MR. T. F. WHITTELSEY...Gen'l Supt.	
T. St. L. & K. C. R. R..	MR. A. L. MILLS.....	Gen'l Supt.
Wabash R. R.....	MR. E. A. GOULD.....	Supt.
W. & L. E. Ry.....	MR. F. J. STOUT.....	Supt.

The reading of the minutes of previous meeting was dispensed with.

Car Service.

Mr. Whittelsey, Chairman of the Committee on Storage Charges, stated that the Committee were not ready to report and on motion further time was granted.

Mr. Smith, Chairman of the Executive Committee, submitted the opinions from the counsel of two of the roads in matter of course to be pursued in enforcing Car Service Rules on the Manufacturers' Railway and explained that the Com-

mittee were not yet ready to make any recommendation in the premises.

The President announced that further time would be granted the Committee.

The Secretary read some communications that had passed between the Car Service Association and Mr. Potter, Superintendent of the Penna. Co., relative to Car Service charges on the tracks of the Toledo Rolling Mill Co., and was directed to refer same to the Executive Committee.

Interchange Car Inspection.

On motion of Mr. Whittelsey, seconded by Mr. Connors, Section 2 of Article VII was changed to read as follows:

“In case a car which is in need of repairs should be overlooked by the Inspector at interchange point and car delivered, said car may be repaired by receiving road on an order from the Chief Interchange Inspector, provided the defect is discovered within the switching limits of Toledo, said order to accompany bill against road delivering car. Order must not be issued unless an examination of the car has been made by the Chief Interchange Inspector, or his assistant.”

On motion to adopt the Interchange Inspection Rules as printed in January proceedings, with the above change, the vote was, with the exception of the L. S. & M. S. Ry. (which company is not a party to the Joint Interchange Car Inspection at Toledo), unanimous, and the President declared motion carried.

Hour for Closing Warehouses.

The Secretary read the following from the Local Freight Agents' Association:

“On motion the Secretary was instructed to advise the Central Association of Railroad Officers result of letter ballot, showing the opinion of agents of all the roads (with the exception

of the Lake Shore, in which case the matter was submitted to the Superintendent) favorable to closing freight houses at 5:00 p. m. during the winter months, and on the question of closing at 3:00 p. m. on Saturdays several of the roads did not see their way clear to vote in favor of doing so."

The Secretary reported that in check made but one case was found where freight was received after 5:30 p. m. during the month of January, and in that case it was but 5:33.

After a short discussion, in which the question of whether any allowance would be made for open drawbridges was asked, it was clearly the opinion of the majority that no exception should be made to hour fixed for closing.

Mr. Smith: Inasmuch as the winter is now almost over, I move that the communication from the agents in regard to closing freight houses be laid on the table until the September meeting.

Seconded and carried.

Annual Meeting.

CENTRAL ASSOCIATION OF RAILROAD OFFICERS.

Office of the President.

Toledo, Ohio, January 28, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: I wish you would write to the different Divisions of the Association and request their Secretaries to place in the call for the February meeting the subject of place for holding the next annual meeting in July. It might be well to mention the fact that an attempt was made to hold a meeting at Cincinnati yesterday, but owing to lack of quorum no business was done. I think it would be well for each Division to discuss this question, so that the Executive Committee, at a meeting late in February, can be guided somewhat by the opinions of the different Divisions. My own notion is that, in deference to our

western members, we should not undertake to go too far east, neither do we want to go to Chicago. Would not Benton Harbor or St. Joseph, Mich., be a good place? Warsaw, Ind., also presents some attractions.

Yours truly,
(Signed) T. F. WHITTELEY,
President.

To all Division Secretaries,
Central Association of Railroad Officers.

Dear Sirs: Please note above. Kindly present this matter to your Division at its next meeting and advise.

Yours truly,
(Signed) O. G. FETTER,
Secretary.

1-29-98.

Mr. Gould: I move that it is the sense of the Toledo Division that Niagara Falls be the place for holding the next annual meeting.

Seconded by Mr. Floeter and carried.

List of Private Side Tracks.

The Secretary advised that the Yardmasters' Association had submitted a list of private sidings on the line of each road at Toledo, with request that same be printed in folder style and distributed to all interested.

On motion the Secretary was authorized to have one thousand printed.

On motion adjourned to meet Monday, March 14, 1898.
A. L. MILLS, WM. GROGAN,
President. Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,
Tuesday, February 8, 1898.

Meeting convened at 10:20 a. m.

PRESENT.

Roads.

Representatives.

P. & P. U. Ry.....	W. E. BELL.....	Ass't Supt.
T. P. & W. Ry.....	E. N. ARMSTRONG ...	Gen'l Supt.
C. P. & St. L. R. R...	C. MILLIARD.....	Superintendent.
C. C. C. & St. L. Ry. J. W. RILEY.....		Superintendent.
P. D. & E. Ry.....	R. B. STARBUCK.....	Gen'l Supt.
T. H. & I. R. R.....	B. McKEEN.....	Superintendent.
R. I. & P. Ry.....	H. P. GREENOUGH....	Superintendent.
C. B. & Q. R. R.....	*W. B. THROOP.....	Superintendent.

* Represented by E. N. Armstrong.

President Starbuck in the chair.

President: The reading of the minutes of the January meeting will be dispensed with unless there is objection.

President: Our first matter is paper by F. L. Tompkins. I imagine that accounts for the gentleman being conspicuous by his absence.

Secretary: Mr. Tompkins is kept away by reason of the P. & P. U. Executive Committee meeting, which convenes at this same hour.

President: We'll have to excuse him under the circumstances.

President: The next is discussion of Mr. Armstrong's paper on Water Supply.

Mr. Riley: Mr. Swanston, of the Pan Handle, and Mr. Garstang and Mr. Lawler, of the Big Four, are all preparing papers along the same lines as Mr. Armstrong's, and I suggest that discussion be postponed until we see what they have to say on the subject.

Mr. Armstrong: I think you better drop it entirely. It is not being discussed. I had hoped that you might go for it and riddle it if necessary.

President: I might give you some information on the Hornish Boiler Cleaner while we are on the water subject. I was asked for information by Mr. McKeen, and afterwards received a request from Mr. Gray for the same information. Our Master Mechanic replies to a letter, stating (reading): "I have taken up with the boiler cleaner people the matter of blue prints. The last I had were sent to Mr. Ewing, of the Fitchburg Road. So far as the boiler cleaner's working is concerned, it has done good work in keeping our engines from foaming. The trouble is railroads do not care to spend the necessary money for the device when they can clean out their boilers occasionally without it. The least price they are sold for is \$35.00 per engine, the railroad putting them on themselves. This includes skimmer, draw-off head and three cocks. The railroad has to furnish the mud-sucking drum, making the whole device cost about \$85.00."

Mr. McKeen: How often do you wash out your engines?

President: Every thirty days. The stuff taken out, when it gets cool, is almost like thin mortar.

Mr. Armstrong: What is your water supply, surface or wells?

President: About 50 percent surface.

Mr. Armstrong: I spent a day at Aurora at the C. B. & Q. shops and laboratory. They have surface water, but use soda

ash even in that. The best surface water contains more or less lime. I have a blue print showing the amount of soda ash necessary to counteract the lime, etc., in the water at each point.

Mr. Riley: How much soda ash does the "Q" use?

Mr. Armstrong: They have a regular proportion, in accordance with the different things they find in the water. I saw some very interesting experiments at their laboratory in water analysis. I had taken water from one of our engines when the throttle was open and the engine working, and then again when the throttle was closed and the engine standing still, and the different analyses of the water taken under these different conditions was rather surprising. Stirring up the water makes quite a difference. Water was taken out of the gauge cocks.

President: Do you use soda ash?

Mr. Armstrong: Oh, yes. We changed to caustic soda for a while, but found we were not making anything by it, so we changed back to soda ash.

President: What disposition will you make of the matter, gentlemen?

Mr. McKeen: The matter has been discussed in the various mechanical associations and they don't seem to get at a solution of the problem. The fact is, we don't get the same kinds of water all times of year, and from the varying conditions in dry seasons and different waters we would have to have a chemist at every water station. Soda ash seems to have done some good, but the more I read on the subject the less I know.

Mr. Armstrong: That's my experience. The deeper I get into it the less I learn.

Mr. McKeen: If we could get surface water all the time we would be all right.

Mr. Armstrong: Even the surface water on your line and my line is not alike, any more than the wells on the two lines are alike. You would not get the same analysis twice from the same water. If you tried it 52 times in a year you would get fifty-two different analyses.

Mr. McKeen: I move the subject be dropped unless something new comes up.

Seconded and carried.

President: The third on our list is the question of "Track Billing."

Secretary: Mr. Boomer advises me that he was in Peoria last evening expecting to be at the meeting today, but has been unexpectedly called away; that he was not ready to report for his line on the question of track billing, but hoped to be able to do so at the next meeting.

Mr. Riley: I move that the question be postponed until our next meeting.

Seconded and carried.

President: Our fourth item is: "Where, in this Division's estimation, should the Central Association meeting be held next July."

Secretary: I have a copy of letter from President Whittelsey to General Secretary Fetter, requesting an expression of opinion from each Division as to the best point for the July meeting, and suggesting, out of regard for the western members, some point like Benton Harbor or St. Joseph, Michigan.

Mr. Riley: It is hotter at Benton Harbor in July than it is at Indianapolis. I think Mackinac Island would be a good place to hold the meeting. It is not far from Chicago. The members who have been with us at the other meetings have not found a cool place yet.

Mr. Armstrong: When Nansen goes north we might go with him and get cooled off.

Mr. McKeen: I move this Division recommend Mackinac Island as the place for the meeting of the Central Association in July.

Seconded by Mr. Armstrong and carried.

Mr. McKeen: I should like to ask, is there any objection to starting a passenger train, making a regular stop, by the bell cord or the air signal, and if not, is it better that way than with the hand signal? Both practices are followed.

Mr. Armstrong: What is your rule?

Mr. McKeen: We haven't any. Sometimes one and sometimes the other. Where is the proper place for the conductor, on the coach platform or the station platform?

Mr. Riley: I should say the station platform.

Mr. Bell: And not get on until the signal is given to start.

President: He should see that the baggage and express is all on.

Mr. Riley: The station platform is the place to look after things and hustle the loading and unloading of everything.

Secretary: I have a form of service certificate received from the Wiggins Ferry Co., at St. Louis, which is given to employees on leaving the service of the company, and no other form of clearance or letter of recommendation is to be issued. (Copies of these were distributed.)

Adjourned 11:30 a. m.

R. B. STARBUCK,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central
Association of Railroad Officers, held in Room No. 206, Union Station,
St. Louis, Mo., Friday, February 11, 1897.

Meeting called to order at 11:50 a. m., with President
Sands in the chair.

The following lines were represented:

B. & O. S-W. R. R....	MR. H. C. BARNARD.....	Supt.
“ “	....MR. I. L. BURLINGAME..	Trainmaster.
C. B. & Q. R. R.....	MR. W. S. GLOVER.....	C. Disp'cher.
“ “	.....MR. J. A. CARNEY	M. Mechanic.
C. C. C. & St. L. Ry...	MR. W. G. BAILEY.....	Supt.
Illinois Central R. R....	MR. H. C. McCOURT	Supt.
L. & N. R. R.....	MR. W. S. McCHESNEY, JR.,	Term. Supt.
“	.....MR. W. S. MARTIN.....	Supt.
L. E. & St. L. C. R. R.,	MR. J. W. STOKES	M. Mechanic.
St. L. K. & N. W. R. R. }	MR. A. T. PERKINS.....	Term. Supt.
and M. K. & T. Ry. }		
T. R. R. A. and	MR. EDW. DUNLOP.....	Supt.
St. L. M. B. T. Ry. }		
“ “	...MR. H. M. SMITH.....	M. Mechanic.
Wabash R. R.....	MR. W. A. GARRETT	Supt.
Wiggins Ferry Co.....	MR. G. L. SANDS	Manager.

VISITOR: W. M. Prall, Manager St. Louis Car Service
Association.

President: We are short the requisite number of representatives to constitute a quorum, and as we can not take action for the Division in regard to the subjects that are at hand for the meeting, we can have an informal discussion upon them. With regard to the rules adopted for the Interchange of Empty Cars, it will be necessary to have a full attendance, in order that the rules may be thoroughly gone over and a date set on which they should go into effect. We also have before us the question of where our next annual meeting of the Central Association will take place—as to what the recommendation or pleasure of this Division is in relation to location for said meeting. Our Secretary has received a communication from the Secretary of the Central Association in regard to the matter, as the members have been advised by circular.

After an informal discussion Mr. McChesney offered a motion that the question be left to the discretion of the Executive Committee; that they take such action as is necessary. This was seconded and carried unanimously.

Secretary: We have the following letter from the Secretary of the Local Freight Agents' Association of St. Louis, dated January 6, 1898:

“Referring to your favor of October 5, inclosing resolution in regard to having Grain Inspectors close and reseal cars opened by them for inspection, I beg to say that I was instructed at our meeting on the 3d to advise you that we now have in effect an arrangement with the Missouri R. R. & Warehouse Commissioners that their inspectors shall close and reseal cars. This rule has not been very closely lived up to by the Missouri Inspectors hitherto, but as we have called the attention of the Commissioners as to their inspectors' failure in this respect, an improvement is expected.

“The Illinois Commissioners have declined to change the present custom of their inspectors, which is to leave the closing and resealing of cars after inspection to the railroads. We are now, however, in communication with the Local Freight Agents' Associations of Chicago and Peoria, with a view of taking some

joint action in bringing the matter again before the Illinois Commissioners, and will advise you as soon as any definite result is attained.”

Upon motion the meeting here adjourned.

G. L. SANDS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., February 9, 1898.

Meeting was called to order at 2:30 p. m. by President Palmer.

The representation was as follows:

A. T. & S. F. Ry.....MR. F. H. RUSSELLTrainmaster.
C. & A. R. R.....(Not represented.)
C. R. I. & P. R. R.....MR. J. R. BLAIR.....Trainmaster.
H. & St. J. R. R.....MR. E. G. FISH.....Ass't Supt.
K. C. F. S. & M. R. R..MR. J. H. EMMERTSupt.
C. M. & St. P. Ry.....MR. D. W. RIDER.
M. K. & T. Ry.....MR. L. W. WELCHSupt.
C. G. W. Ry.....(Not represented).
K. C. O. & S. Ry.....(Not represented).
K. C. St. J. & C. B. R. R..MR. E. G. FISHAss't Supt.
Mo. Pac. Ry.....MR. C. E. CARSONSupt. Term'ls.
Un. Pac. Ry.....MR. A. T. PALMER.....Supt.
Wabash R. R.....MR. J. LAUGHLINTrainmaster.
K. C. N. W. R. R.....MR. C. E. CARSON.
K. C. P. & G. R. R.....(Not represented).
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
Union Depot Co.....(Not represented).

VISITOR: Mr. C. W. Sanford, Manager Mo. Valley Car Service Association.

President: If there is no objection, the reading and approving of the records of the last meeting will be dispensed with, as the records have been printed and sent to all members of the Association. I hear no objection and they will stand approved as printed.

President: What have we under the head of unfinished business?

Secretary: We were to have a report from the Local Freight Agents' Association, relative to checking at warehouses.

Mr. Laughlin: I was advised by Mr. Darnall, Secretary of the Local Freight Agents' Association, to inform this Association that, on account of some of the agents being subpoenaed as witnesses, and one or two being out of town, they were unable to have a meeting this morning, as they had intended, and make report at this meeting. He also stated that they had found the subject considerably larger than they had anticipated when they started in, and that it would take considerable close figuring to get proper data. They expect by the next meeting to be able to make a report.

Mr. Carson: I move that we lay the matter over until the next regular meeting.

Motion was seconded and carried.

The Secretary read the following letter:

Cincinnati, O., January 15, 1898.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: I would be pleased if you would furnish me as early as possible index of your proceedings for the year 1897. You will observe that for this year each month's page commences with number 1. This occurred through an oversight on our part when changing the contract for printing. I would therefore suggest that the page number be prefixed by the month.

Also advise how many bound copies of the printed proceedings for 1897 you will require.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

President: Do any of the members desire to make any remarks in regard to this?

Mr. Emmert: I presume the Secretary can provide the index, and the only question is as to the number of copies the members of this Association will require. I should think two or three for each road would be enough.

Mr. Carson: I should think that one copy of the minutes would be sufficient, to be sent to that member of the Association who usually attends the meeting, and I would move that we order 20 copies, instructing the Secretary to send one to each member who usually represents his road at the meetings, keeping the other copies for emergency to give to anyone else who might want one.

Motion was seconded by Mr. Welch and carried.

The Secretary read letter from President T. F. Whittelsey, of the Central Association, referred to this Division by Secretary Fetter, desiring an expression relative to the place of holding the annual meeting in July.

Mr. Carson: I would like to inquire, What's the matter with Kansas City? We are posing as a convention town and have sent forth to the world that this is the best convention town on earth. I don't know of a better place for the Association to meet than right here. I move that the Secretary be instructed to write Mr. Fetter that it is the desire of this Division to have the meeting held at Kansas City.

Mr. Laughlin: I second the motion.

Motion carried.

The Secretary read the following letter from Mr. Stillwell, of the C. R. I. & P.:

Chicago, February 7, 1898.

B. H. Garrigues, Esq.,

Secretary Kansas City Division C. A. R. R. O.

Dear Sir: Supt. Jones and myself are unable to attend the meeting Wednesday on account of having to get out new time card in Chicago. I had prepared an article to read before the meeting Wednesday on "Economy in the use of Train and Station Supplies."

I will try and be present at the March meeting with this paper, but if unable to be there will send it to you for that meeting.

Yours truly,

(Signed) W. H. STILLWELL,
Ass't Gen'l Supt.

President: If there is no objection this subject will be allowed to go over until the next meeting.

There was some discussion on methods for keeping up interest in the Association and increasing the attendance. As a means to this end Mr. Welch offered a motion that the President appoint a committee of two, to prepare a list of questions on practical railroad operation, to be discussed at the meetings. Motion was carried and the President appointed as such committee Mr. Carson and Mr. Fish.

The committee reported the selection of the following questions:

What method is pursued in issuing supplies to yardmen, particularly lanterns, links and pins?

What is the experience with trains breaking in two by automatic couplers coming uncoupled?

What instructions are issued to employees with a view of keeping trespassers out of yards at terminal points?

Is there any advantage in rating trains on a tonnage basis? What roads employ that system?

Can there be any improvement in the interchange of transfers at Kansas City?

There being no further business, the meeting adjourned.

A. T. PALMER,
President.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.


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1898.

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H. S. MITCHEL..... 2d Vice-Prest.
O. G. FETTER..... Secretary-Treasurer.

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A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON....	"	St. Louis "
.....	"	Kansas City "

EXECUTIVE COMMITTEE.

Proceedings of Meeting of the Executive Committee of the Central Association of Railroad Officers, held in Cincinnati, Ohio, Tuesday, March 1, 1898.

A meeting of the Executive Committee of the Central Association of Railroad Officers, held in Room 71, Carew Building, Cincinnati, Ohio, Tuesday, March 1, 1898, and on motion it was agreed to hold the next Annual Meeting of the Central Association at Indianapolis, Ind., July 12 and 13, 1898.

It was also moved and carried that each Division be notified to select a member who will prepare and present at the Annual Meeting a paper, subject to be selected by the Division, or elected by the member and approved by the Division; these papers to be in the hands of the Secretary of the Central Association thirty days prior to July 12, in order that same may be printed and distributed to the members, so that they may come prepared to discuss what is presented.

It was also moved and carried that the following be offered as a substitute for Article XVII of the Rules of Order:

ARTICLE XVII.

Votes in the meetings of the Association, except for the election of officers, shall be viva voce.

For the election of officers each Division shall be entitled to cast one vote. (See Article IV.) For this purpose each Division shall delegate a member to act for it and cast its vote.

A majority vote of the members present shall govern. In case of a tie vote the Chairman shall cast the deciding ballot.

F. F. WHITTELEY,
Chairman.

O. G. FETTER,
Secretary.

CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, March 8, 1898.

Meeting called to order at 11:05 a. m., with President Lewis
in the chair.

The following lines were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.....	Supt.
“ “	MR. C. H. HOWARD.....	Supt.
“ “	MR. C. C. RILEY	Supt. C. S.
“ “	MR. J. G. NEUFFER.....	G. M. M.
C. C. C. & St. L. Ry....	MR. G. W. BENDER.....	Supt.
“ “	MR. H. F. HOUGHTON....	Asst. Supt.
“ “	MR. J. R. CAVANAGH.....	Supt. C. S.
“ “	MR. F. M. LAWLER.....	D. M. M.
“ “	MR. MASON RICKETS....	D. M. M.
C. H. & D. Ry.....	MR. C. G. WALDO	Gen'l Mgr.
“ “	MR. R. B. TURNER.....	Gen'l Supt.
“ “	MR. A. GALLOWAY.....	Supt.
“ “	MR. C. H. CORY.....	Supt. M. P.
“ “	MR. G. H. WALDO.....	Supt. C. S.
C. N. O. & T. P. Ry....	MR. J. P. McCUEN.....	Supt. M. P.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“	MR. W. T. SMITH	A. M. M.
L. & N. R. R.	MR. BRENT ARNOLD.....	Supt.
“ “	MR. PULASKI LEEDS.....	Supt. Mch'y-
“ “	MR. WM. ADAIR	D. M. M.

President: As the minutes of the previous meeting have been printed and distributed, unless there are objections, same will stand approved as printed.

Furnishing Labor to Load, Check and Seal CL and LCL Shipments on Private Sidings.

Secretary: This subject was laid over from the last meeting, same having come up through a recommendation of the Cincinnati Local Freight Agents' Association.

President: What do you wish to do with this matter?

Mr. Arnold: I move that the recommendation of the Cincinnati Local Freight Agents' Association, to wit, that labor will not be furnished to load, check and seal CL and LCL shipments on private sidings, be concurred in.

Seconded by Mr. Bender and carried.

Amending Rules for Loading Long Timber and Lumber.

The Secretary read the following communication:

Louisville & Nashville Railroad Company.

Louisville, Ky., February 28, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: I send you by express today 50 copies of a circular letter addressed to the Officers and members of the Central Association of Officers, Cincinnati Division, relative to the loading of lumber, and would respectfully ask that you get a copy of this circular letter in the hands of every Officer and member as soon as possible, in order that we may take the matter up at our next meeting, Tuesday, March 8.

Yours truly,

(Signed) P. LEEDS, S. M.

Secretary: I have complied with the request of Mr. Leeds and sent a copy of the circular to all members, so far as the 50 copies would go. The circular reads as follows:

To the Officers and Members of Central Association of R. R.
Officers, Cincinnati Division, Cincinnati, Ohio.

Gentlemen: Inasmuch as we have had a great deal of trouble all through the South, relative to the loading of lumber, a meeting of representatives of the following roads was held at Atlanta, February 15:

Southern; Memphis & Charleston; Georgia Southern & Florida; Central of Georgia; Louisville & Nashville; Nashville, Chattanooga & St. Louis; Cincinnati Southern; Western & Atlantic; Florida Central & Peninsular; Illinois Central; Plant System; New Orleans & North-Eastern.

It was the opinion of all, based from their observation, that the rules should be modified, inasmuch as they worked a hardship in a great many points without in any way enhancing the safety of employees, or of the train.

The principal hardship is in the reading of Rule No. 7. Under the general interpretation of this rule, a load that comes just even with the end of the car can pass without wiring, but if it projects at all beyond the end sill it must have the stakes wired at the top, regardless of the height of the load, although perhaps there is but a few inches difference between the loading that will pass without wiring and one that will not.

Another thing that is manifestly improper is the requirement of wiring the stakes when the load exceeds three feet in height, without any other classification. The average loading of car sills, or other lumber from 34 to 36 feet long, is from 37 to 40 inches high, and is perfectly safe to pass with the stakes secured with boards and without wiring.

Another thing is the excessive clearance around the brake-staff now required. If the lumber clears the brake-wheel so as to make it accessible and operative, it is all that is necessary. There is no necessity for the eighteen inches called for.

We also consider that cars should be classified as between those having deadwoods and those without. The end sills of cars that are built without deadwoods are no further apart at the center when coupled than the face of the deadwoods on cars that have them, and, in our opinion, the load should be allowed to project to this point, *i. e.*, even with the end sill where there is no deadwood, or to face of the deadwood with cars equipped with them.

A committee was appointed to prepare modifications of rules and present them to the Master Car Builders' Association in June. This committee consists of

Mr. P. Leeds (L. & N.), Chairman.

Mr. W. H. Pedole (So. Ry.).

Mr. F. V. Brazier (I. C.).

Mr. Jas. Cullen (N. C. & St. L.).

Mr. J. B. Caps (G. S. & F.).

And I have drafted the following modifications, but have not heard from the rest of the committee, at the same time would earnestly urge upon you to study the matter and be ready to give me advice at the next meeting of the Association.

Figure No. 1.—No change.

Figure No. 2.—Instructions to be changed to read, "stakes must extend up as shown and be securely fastened *at the middle with wire, but the top of all stakes may be held together with boards as specified.*"

Figure No. 3.—Change instructions to read, "The material on carrying car when loaded as per figure 3 must rest on bearing pieces not less than 8 inches *wide, and of sufficient thickness to keep the ends of lumber at least four (4) inches above the floor of the idler.*"

Figures 4, 5, 6, 7, 8 and 9.—No change.

Figures 10, 11 and 12.—To dispense with the bolts and straps. If considered necessary nail a cleat across the guide blocks on each side of the 3 x 8 piece. Cut out the word "Oak."

GENERAL INSTRUCTIONS.

1.—No change.

2.—Change after “other round timber” to read, “they must be loaded with the butts and tops alternating, and if the loading occupies two or more cars it must rest upon bearing pieces of not less than 8 x 8 inches in section, and each tier must be separated,” etc. (merely transposed), and there must be *three* pairs of stakes at each end of lading securely fastened with *wire*, as described in Rule No. 7 in General Instructions.

3.—No change.

4.—Change dimension to eight inches wide and of sufficient thickness to keep the lading at least four inches clear from the floor of the car, and bearing pieces to be made up of two pieces when more than five inches.

5.—No change.

6.—Change to read, “free from knots that would materially impair their strength, and of full size to *reasonably* fit the stake pockets.”

7.—Change to read, “Opposite stakes must always be fastened together either with wire or boards. In cases where the load is more than three and one half feet high and projects beyond the bearing piece more than six and less than nine feet, the stakes at the projecting end must be secured at the tops with wire. When the load is more than three and one half feet high and projects beyond the bearing piece more than nine feet, or where the load is more than four feet high and projects more than six feet beyond the bearing piece, or is carried on two or more cars, the stakes must be secured in the middle with wire and at the top with either wire or boards.”

8.—All cars must be so loaded as to leave the brake accessible and operative. There must be a clearance of at least two inches between the brake-wheel and the lumber. One brake, etc.

In addition to the appointment of that committee, there is a matter I wish to bring before you with a view of extending the arrangements that are going into effect on the southern roads as far as possible, pending the action of the Master Car Builders' Association, and would earnestly urge upon you to attend the next meeting of the Association, Tuesday, the 8th prox., with a view of relieving the situation. Please note that if any of our connections adopt the same modifications, as follows, we can then accept lumber for consignment on their line, and in case they found advantage was being taken of this, and lumber being reconsigned, we would undertake to protect them at the initial point.

Resolutions adopted at the meeting of representatives of southern roads at Atlanta, February 15:

That for all consignments of material to points on their respective lines they will accept loading of lumber with the following modifications:

Lumber that is loaded so as not to project beyond the dead-woods, and with the brake operative.

They will not require wiring of ordinary lading, unless it exceeds 4 feet in height; and on lading extending beyond the end of the car, wiring will not be required unless the loading exceeds 3 feet in height and extends more than 10 feet beyond the bearing over bolster.

That bearing pieces of sufficient height to keep the lading 4 inches above the floor of the idler will be accepted.

But that all consignments to points beyond the terminals of their respective lines must be loaded strictly in accordance with Master Car Builders' Rules.

And that they shall take such precaution as, in their judgment, they consider most efficient to prevent reconsignment of such lading as was originally consigned to points on their respective lines.

That in all cases, whether loaded in accordance with Master Car Builders' Rules, or with these modifications, the roads

themselves will assume responsibility for blocking cars apart, this blocking to be done at the first terminal after leaving the mills.

That a charge of 75 cents for each pair of cars blocked apart be prorated over the waybill.

That they be asked to take up this matter of modifications with their connections, with a view of extending it as far as possible.

Yours truly,

P. LEEDS,
Chairman.

Louisville, Ky.,

February 28, 1898.

President: It has been suggested that as the present rules for loading timber were presented to the American Railway Association at its October, 1897, meeting, and laid on the table for further consideration, inasmuch as some of the members of the Association had not been informed of same, that the proposed modifications be referred to the Committee on Car Service of the American Railway Association, to be presented to that Association at its April, 1898, meeting, in Louisville. I mentioned the matter to Mr. Leeds before the meeting, and I think he has some remarks to make concerning the suggestion.

Mr. Leeds: I think it would be a good idea to take the history of this matter. In the first place, as you all know, there was presented to this Association just about two years ago a copy of these rules as they were finally adopted by the M. C. B. Association, after some modifications. You appointed a committee, who went over the rules, and we were directed to bring it up before the M. C. B. Association. They were presented to the Association and passed a year ago last June, although I will say that before passing I was made chairman of a committee of nine and spent about two days in adding to the rules, and we added to the loading of long lumber and timber the loading of structural material, and also the so-called modifications, which I considered, to a great extent, "butchery of the original plan" for the loading of the material, as in Rule 7.

The first year it went along all right because I do not think anybody undertook to enforce it. From September 1 it has been generally enforced and the hardships have developed. Before I go further, might say in the first place that the managers of the southern roads had a meeting at Atlanta, January 3, and after a long discussion decided that they could not do anything, except that perhaps there should be modifications to the rules, and after further discussion of the matter they directed the mechanical representatives of the different roads to meet at Atlanta in February, I think about the 8th or 9th. We met there, and whilst there was very little done, except these resolutions that have been put before you, at the same time they appointed a committee to present these modifications to the M. C. B. Association at their next, or June, meeting. Whilst this matter was under discussion, we all went out in the different yards at Atlanta and there had a good chance to see where the reading of Rule 7 was working a hardship. In the first place we found carloads of lumber rejected because they were 37 inches high; would have been passed at 36 inches without wiring the tops, but at 37 inches rejected simply because they were not wired at the tops, and the same thing on all lading when from 37 to 38 inches. It was evidently a hardship to ask that an expense of \$2.00 be put upon the cars in wiring the tops of the stakes. In the next place, loads of 34-foot sills on 34-foot cars. The sills were cut 34 foot 6 inches, and projected beyond the end of the car, with an 18-inch clearance from the brake, say 2 feet. They were only 36 inches high, but they projected from 6 inches to 2 feet, and in some instances 3 feet, beyond the end of the car on account of brake clearances at the other end of the car sending them over the opposite end. In other words, a car could not carry sills for its own construction. But where the hardship comes in, it says that wherever the loading shall extend beyond the end of the car the stakes must be wired, not only at the top but in the middle, and that even carloads of timber projecting only 3 feet beyond the end, or 8 feet beyond the bearings, only 28 inches high, two stakes of timber

deadwood; if you load even with the end of the car, even with the end of the end sill, in other words, it appears that your loads, when loaded to the end of the end sill, are no different than on other cars when loaded with deadwoods; but as there are still 28 inches there, I do not think there is any danger in loading to the face of the deadwoods, and not any more danger than there is when loaded to the end sill of a car not equipped with deadwoods.

Mr. Bender: Can I ask, Mr. Leeds, if you have figured on the automatic coupler?

Mr. Leeds: Decidedly; if your automatic couplers come together, or plain drawbars, it is the same thing.

President: What action will you take with this communication?

Mr. Leeds: I move that this matter be put formally before the members of this Association and they asked to signify the adoption of these modifications, each one for his own individual line, and I would also like to ask the members to get it extended as far as they can beyond, for it certainly is something that is necessary to relieve the situation in the South.

Mr. Howard: Would there be room enough left for a man to couple cars in case they were loaded to deadwood?

Mr. Leeds: There would still be about 17 inches left.

President: Are you ready to act upon the motion?

Mr. Leeds: I would like to amend the motion to make it read that each member be asked to adopt such items of these modifications as he considers can be safely adopted for his own individual line, and further, that there should be a special meeting of this Association called two weeks from today to further consider the matter, although the vote itself is an indication of what they are willing to do in the matter.

Mr. C. G. Waldo: I have been away and have not had time to thoroughly look over these modifications that have been suggested by the Committee representing the southern roads, of which Mr. Leeds is Chairman, and I am therefore not prepared to say that the C. H. & D. Ry. is in favor, or opposed, today,

to these modifications; but it does seem to me that Mr. Leeds' suggestion of the manner in which this matter is to be taken up is not in accordance with the rules of the Central Association; that is to say, Mr. Leeds desires to have the individual roads of this Association say whether they will, for themselves, accept these modifications. As I understand it, the Central Association is composed of all the roads centering in Cincinnati, and the action of this Association should be had, upon any modifications to govern, by the roads in the Association, and not any one road which may come in for itself and say that this one road is willing to accept these modifications, if the Association decided that at this time it is advisable for the Association, as an Association of the roads of Cincinnati, not to accept these modifications. Understand me, I am not opposed as yet nor in favor of these modifications; want more time to consider them; but I think that whatever action is taken ought to be taken by the Association as representing all the roads in Cincinnati. Of course this Association can not modify the M. C. B. Rules with reference to the loading of long timber and have such modifications binding upon our connections. The long timber that we handle, I presume 75 percent of it goes to our connections; therefore we would not be helping the roads in the South very much if we would as an individual road say that we would accept these modifications, unless we can get the other Central Associations to accept the same modifications. We are willing to join the other roads in doing anything that is proper in making these modifications, at the same time having in view the safety of the lading, I should very much deprecate any single road coming in and taking separate action if the Association sees fit to take action which is different from what a separate road proposes to take.

Mr. Leeds: As my motion and amendment have not been seconded, would like to withdraw same and have someone make a motion which would fully cover the question.

Mr. Galloway: I move that the subject of amendment to rules for loading long timber be disposed of at this meeting by

being laid on the table for two weeks, at which time a special meeting of this Association is to be called, and all members required to come prepared to take some definite action as an Association.

Seconded by Mr. Bender and carried.

Report of Special Committee on Subjects.

President: Has the Committee any report to make?

Mr. Bender: This is the first meeting since I have been notified of the appointment, and have not had a chance for a conference with the other members of the Committee, so have nothing to report at this meeting, but will have something to report at the next meeting.

Mr. Houghton: I move that the Committee on Subjects be granted further time to report.

Seconded by Mr. Lawler and carried.

Annual Meeting of the Central Association of Railroad Officers.

The Secretary read the following communication:

Cincinnati, Ohio, March 3, 1898.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held in Cincinnati, Ohio, Tuesday, March 1, 1898, it was, on motion duly seconded and carried, decided to hold the next Annual Meeting of the Central Association at Indianapolis, Indiana, on July 12 and 13, 1898.

It was also moved and carried that each Division be notified to select a member who will prepare and present at the Annual Meeting a paper, the subject to be selected by the Division, or selected by the member and approved by the Division; these papers to be in the hands of the Secretary of the Central Association thirty days prior to July 12, in order that the same may

be printed and distributed to the members, so that they may come prepared to discuss what is presented.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

President: What action do you wish to take?

Mr. Arnold: I move that the communication be referred to the Committee on Subjects to select a subject and appoint a member to prepare a paper for the Annual Meeting at Indianapolis.

Seconded and carried.

Proposed Meeting of the Various Joint Car Inspectors.

The Secretary read the following communication:

Cincinnati, Ohio, March 8, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held this date, the following resolution was offered:

Resolved, That this Association extend an invitation to the Joint Inspectors located at Cleveland, Columbus, Toledo, St. Louis, Cairo, Chattanooga, Lexington and Dayton to meet with our Chief Joint Inspector, Mr. Boutet, at Cincinnati, at an early date to be decided upon by the Association, to go carefully over the M. C. B. Rules as to their understanding of same, particularly where they refer to owner's defects, whether they will require M. C. B. cards or pass them without M. C. B. repair cards or defect cards for owner's defects. We believe this will obviate issuing a large number of M. C. B. defect and repair cards.

It was moved and carried that the resolution be adopted and referred to the Central Association for approval.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

President: What is your pleasure in regard to this communication?

Mr. Lawler: The object in presenting the resolution to this Association is this: We find at one junction point a car passed all right; at the next junction point it is held up for the defects which passed at the other point as an owner's defect, and in order to avoid issuing so many defect cards, it was the opinion of the Standing Committee that we call the Joint Inspectors together as named in the resolution, and see if they could not agree on a plan and determine just what was owner's defects, for which the owner of the car was responsible, and by so doing would avoid issuing so many cards.

Mr. Cory: I am of the opinion that a meeting of this kind would be productive of good results from occasions I have had come up between the Joint Inspectors on our line as to what would pass and what would not pass.

Mr. Leeds: I move that the recommendation of the Standing Committee be approved.

Seconded by Mr. Lawler and carried.

Delivery of Loaded Cars to Connections with Legible Seals.

The Secretary read the following communication:

Cincinnati, Ohio, March 4, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Cincinnati Local Freight Agents' Association, held March 2, 1898, it was moved and carried "that the following resolution be referred to the Central Association of Railroad Officers, Cincinnati Division, for instructions."

Resolved, That all loaded cars interchanged at Cincinnati shall be sealed with legible seals by delivering line before delivery, and no cars shall be delivered which has an illegible or pounded seal.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

President: What shall we do with this communication?

Mr. Arnold: I move that the recommendation of the Cincinnati Local Freight Agents' Association be adopted by this Association.

Seconded and on vote carried.

Using Foreign Equipment for Switching Service between Local Industries.

The Secretary stated that this matter had been laid over from the last meeting at the request of Mr. Cavanagh.

Mr. Cavanagh stated that he had taken this matter up several times with the various lines at Cincinnati in an endeavor to have the matter properly adjusted, but seemed unable to do so, and referred the matter to this Association in the hope of being able to bring about the desired result. As an example, say the C. H. & D. Ry. has a Big Four car on its line between Cincinnati and Indianapolis and loads same with grain for Cincinnati on the supposition that when unloaded delivery of the empty car will be made to the owner at that point. Upon arrival at Cincinnati the consignee orders the car over to Latonia. The car is delivered by the C. H. & D. Ry. to the L. & N. R. R., expecting it is to be made empty at Latonia and returned to the owner. After the car gets over to Latonia it is reconsigned to some point in the South, and the car goes on, thereby causing its misuse. Stated that in a case of this kind that the C. H. & D. Ry. had not misused the car, but that the road which reconsigned the car beyond the switching limits of Cincinnati had, and that he would like to see some action taken by the Association whereby cars of this kind can be accepted, and if reconsigned, the road reconsigning same to transfer the car and return the empty car to the owner.

Mr. Arnold: I move that this subject of returning cars to their owners be referred to a Special Committee of three, consisting of car record men, to formulate a set of rules to govern this matter and report at the next meeting.

Seconded by Mr. Bender and carried.

President: Will appoint as that Committee Messrs. J. R -
Cavanagh, G. H. Waldo and C. C. Riley.

Members Proposed.

The names of Mr. John Hair, D. M. M., B. & O. S-W. Ry - ,
Chillicothe, Ohio, and Mr. E. L. Hill, Car Accountant, L. &
N. R. R., Louisville, Ky., were proposed for membership and
duly elected.

On motion, duly seconded, meeting adjourned at 12:05 p. m -
GEO. W. LEWIS, O. G. FETTER,
President. Secretary.

CINCINNATI DIVISION.

**Special Meeting of the Central Association of Railroad Officers, Cincinnati Division, held
in Room 71, Carew Building, Cincinnati, Ohio, Tuesday, March 22, 1898.**

Meeting called to order at 11:10 a. m., with President Lewis
in the Chair.

The following lines were represented:

B. & O. S-W. Ry.	.....	MR. C. H. HOWARD	....	Supt.
"	.....	MR. J. G. NEUFFER	....	G. M. M.
C. C. C. & St. L. Ry.	.....	MR. G. W. BENDER	....	Supt.
"	.....	MR. H. F. HOUGHTON	....	Asst. Supt.
"	.....	MR. F. M. LAWLER	....	D. M. M.
C. H. & D. Ry.	.....	MR. A. GALLOWAY	....	Supt.
"	.....	MR. C. H. CORY	.....	Supt. M. P.
C. N. O. & T. P. Ry.	.....	MR. W. J. MURPHY	....	Supt.
C. & O. Ry.	.....	MR. GEO. W. LEWIS	....	Supt.
L. & N. R. R.	.....	MR. LEWIS HOOD	....	Supt.
"	.....	MR. PULASKI LEEDS	....	Supt. Mch'y.
"	.....	MR. WM. ADAIR	.....	D. M. M.
P. C. C. & St. L. Ry.	.....	MR. RALPH PETERS	....	Supt.

Amending Rules for Loading Long Lumber and Timber.

President: The object of this special meeting is for the
consideration of modifications of the rules as to loading long
lumber and timber, all members being requested to come pre-
pared to act today.

After discussion, it was moved and carried "that it be the sense of this meeting that we recommend to the M. C. B. Association that the rules for the loading of long lumber and timber be modified so as to read as follows:

Figure No. 1. No change.

Figure No. 2. When long pieces are to be loaded on top of two cars of short pieces they must rest on bearing pieces not less than 10 x 10 inches in section, securely fastened across the top lading of each car, and the stakes must extend up as shown, and be securely fastened at the middle with wire, but the top of all stakes must be held together with wire or boards as specified, etc.

Figure No. 3. This material must be carried on one car, either in the manner shown in Figure 3, when all the material is of nearly equal length, or as shown in Figure 3-A, when part of the material is long and part of the material is short; the second car in both instances being simply an idler. When the material is loaded in accordance with Figure 3, the idler must invariably be a flat car, while the car carrying the load may be either a flat car or a drop-end gondola car. When the material is loaded as per Figure 3-A, the idler may be a gondola car, provided there is a clearance of at least four (4) inches between the bottom side of overhanging material and the top sides of brake shaft of the idler. The material on carrying car, when loaded as per Figure 3, must rest on bearing pieces not less than 8 inches wide, and of sufficient thickness to keep the ends of lumber at least four (4) inches above the floor of the idler, etc.

Figures Nos. 4, 5, 6, 7, 8 and 9. No change.

Figures No. 10, 11 and 12. Cut out the word "Oak," as shown in Figure 12, etc.

GENERAL INSTRUCTIONS.

No. 1. No change.

No. 2. If the lading consists of piles or telegraph poles, or other round timber, they must be loaded with the butts and tops alternating, and if the lading occupies two or more cars it must rest upon bearing pieces of not less than 8 x 8 inches in section, and each tier must be separated by hard wood strips of sufficient width and thickness to prevent round timber from wedging, placed over the bearing pieces, and must be well wrapped with wire around the middle and both ends to prevent shifting, and in all cases there must be at least three pairs of stakes at each end of lading securely fastened with wire, as described in Rule 7 in General Instructions.

No. 3. No change.

No. 4. Where the dimensions of bearing pieces are not otherwise specified they must be not less than eight inches wide and of sufficient thickness to keep the lading at least four inches clear from the floor of the car, and bearing pieces can be made up of two pieces when more than five inches, etc.

No. 5. No change.

No. 6. All stakes must be sound, straight-grained lumber, free from knots that would materially impair their strength, and of full size to reasonably fit the stake pockets, etc.

No. 7. Opposite stakes must always be fastened together either with wire or boards. In cases where the load is more than three and one half feet high and projects beyond the bearing pieces more than six and less than nine feet, the stakes at the projecting end must be secured at the tops with wire. When the load is more than three and one half feet high, and projects beyond the bearing piece more than nine feet, or where the load is more than four feet high, and projects more than six feet beyond the bearing piece, or is carried on two or more cars, the stakes must be secured in the middle with wire, and at the top with either wire or boards, etc.

No. 8. All cars must be so loaded as to leave the brake accessible and operative. There must be a clearance of at least six inches between the brake-wheel and the lumber, etc.

Etc. denotes balance same as in original rules.

It was further moved and carried "that the proposed changes as recommended by this Association be put in the hands of a special committee of three, to be appointed by the Chair, who will present same to the M. C. B. Association."

The Chair appointed as that committee Messrs. C. H. Corry, J. P. McCuen and J. G. Neuffer.

On motion meeting adjourned at 12:50 p. m.

GEO. W. LEWIS,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station March 7, 1898.**

Meeting called to order at 2:10 p. m.

The following lines were represented:

C. C. C. & St. L.	C. S. RHODES	Supt. Tel.
P. C. C. & St. L.....	F. G. DARLINGTON...	Superintendent.
P. & E. R. R.....	J. W. RILEY	Superintendent.
I. & V. R. R.....	*M. W. MANSFIELD ..	Superintendent.
I. U. Ry.....	A. A. ZION.....	Superintendent.
L. E. & W.....	H. F. BICKELL	Asst. Gen. Supt.
“	M. P. DENISTON.....	Trainmaster.
Monon	A. J. O'REILLY.....	Gen'l Agent.
Vandalia	O. E. RAIDY.....	Trainmaster.

* Represented by G. B. Staats.

The reading of the minutes of the last meeting was dispensed with and stood approved as printed.

Unfinished Business.

The Secretary stated that in connection with the subject of uniform time for closing freight houses a letter vote had been obtained showing the following result:

Roads in favor of closing freight houses at 5 o'clock p. m., Saturdays included:

C. C. C. & St. L., L. N. A. & C., I. D. & W. Total, three roads.

Roads opposed to the plan:

P. C. C. & St. L., L. E. & W., Vandalia, C. H. & D. Total, four roads.

Thereupon the Chair announced that the resolution was lost.

From the several replies read in connection with the foregoing ballot, the general expression seemed to be in favor of closing freight houses at 4 p. m. on Saturdays. With view of making the time for closing uniform, Mr. O'Reilly offered the following:

Resolved, That all freight houses in Indianapolis be closed at 5 p. m. during the week, excepting Saturdays, on which days they will be closed at 4 p. m. The Secretary to take a letter ballot and report at the next meeting.

Adopted.

The bill of W. B. Burford, amount, \$7.25, for stationery furnished was accepted and ordered paid.

New Business.

The following communication was submitted:

Monon Station, Feb. 25, 1898.

G. B. Staats,

Sec'y C. A. R. R. O.,
Indianapolis.

Dear Sir: I would propose the following subject for discussion:

"What is the best practice in handling freight trains partially equipped with air brakes?"

Yours truly,

F. W. QUIMBY.

Although this subject has been up from time to time, it was the sense of the meeting that it was a very important subject, and that it had not by any means been exhausted. After a somewhat spirited discussion bearing on the different methods

practiced on the various lines, the Secretary was directed to ascertain by letter the practice in vogue on the respective lines and report at the next meeting.

The Secretary next read the following:

Cincinnati, Ohio, March 3, 1898.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held in Cincinnati, Ohio, Tuesday, March 1, 1898, it was, on motion duly seconded and carried, decided to hold the next Annual Meeting of the Central Association at Indianapolis, Indiana, on July 12 and 13, 1898.

It was also moved and carried that each Division be notified to select a member who will prepare and present at the Annual Meeting a paper, the subject to be selected by the Division, or selected by the member and approved by the Division; these papers to be in the hands of the Secretary of the Central Association thirty days prior to July 12, in order that the same may be printed and distributed to the members, so that they may come prepared to discuss what is presented.

Yours truly,

O. G. FETTER,
Secretary.

In connection with the paper to be read at the Annual Meeting, it was the concensus of opinion of members present that the field did not offer a more inviting subject than the one just under discussion. The matter was disposed of by the Chair appointing Mr. Raidy to prepare a paper on this subject, *i. e.*, "What is the best practice in handling freight trains partially equipped with air brakes?"

It was also expressly understood that the paper is to be an individual paper, to reflect Mr. Raidy's views, practice, etc., and is not to be a product of the Association as a whole.

It was deemed advisable to take preliminary steps toward

entertaining the visiting members and their families; also make such arrangements as may be practicable at this early date toward making the meeting a success in both interest and point of attendance. After a general interchange of views it was decided that the Chair should appoint the necessary Committees to look after the different branches of work.

The Chair made the following appointments:

Committee on Reception: G. W. Bender, Chairman, and all members of the Division not serving on other Committees.

Committee on Arrangements: F. G. Darlington, Chairman, A. J. O'Reilly. This Committee also to look after matters pertaining to Ways and Means.

Committee on Entertainment: J. W. Riley, Chairman, A. A. Zion.

The Secretary reported having received a copy of the Fifth Annual Report of the Traveling Engineers' Association, which would be placed on file.

Car Foremen and Inspectors' Association.

The following abstracts are from the minutes of the regular meeting, held February 16, 1898:

"The Standing Committee being now ready to report, the Secretary was requested to read their report.

"The Chair: Gentlemen, you have heard the reading of the report of the Standing Committee. If there are any remarks we would be pleased to hear them. Shall these rules be adopted by sections or as a whole?

"Mr. Swanston: I think very likely a good many members do not understand the changes that have been made, and I think it would be well to read the sections that have been changed and call the attention to the changes, that is, reading the old rule and afterward the rule as changed. This was accordingly done.

"Mr. Hays stated that he thought it would be well to include

in these rules some regulations for the government of cars on our local tracks, sidetracks and switches.

“Mr. Hays: I make a motion that we go over the rules by sections, and if we find that the majority agree that a local rule is necessary we can very easily insert the rule, and also that we discuss the rules by sections.

“Mr. Harris: I move that these rules be left open and a request be made to the Standing Committee to furnish some rule covering the sidetrack matter.

“Mr. Swanston: I think it would be well for the Secretary to ask the Secretary of the Central Association to give you a copy of any rules that may have been adopted on this point. I make this motion, and that these rules be referred back to the Standing Committee to cover these two points.

“Motion duly seconded and carried.

“Mr. Harris: There is one question I would like to ask. What is the custom in handling cars which pass around the Belt? Is it the custom to receive a car with a door missing or return it to the delivering road? The Vandalia returned a car to us on the 6th for a missing side door. That is an owner's defect.

“On discussing this matter it was the sense of the meeting that the Vandalia were justified in returning this car.

“Mr. Weise stated that his paper on Steam Heat would not be ready before the next meeting.”

It was also remarked that the recent efforts to increase the attendance at Carmen's meeting resulted in all lines being represented at the February meeting.

H. F. BICKELL,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 2, Union Passenger Station,
March 16, 1898.

Meeting called to order at 1:30 p. m., by President Ferris.

The following lines were represented:

Z. & O. R. Ry.....	MR. J. S. GILLESPIE.
T. & O. C. Ry.....	MR. H. C. FERRIS.
B. & O. R. R.....	MR. J. H. GLOVER.
“	MR. J. M. HOST.
C. C. C. & St. L. Ry.....	MR. MASON RICKERT.
P. C. C. & St. L. Ry.....	MR. G. L. PECK.
“	MR. F. G. DARLINGTON -
“	MR. E. MORRELL.
“	MR. A. E. WATERS.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
C. A. & C. Ry.....	MR. J. J. HENRY.
N. & W. Ry.	MR. J. ROBINSON.
“	MR. J. W. CAMPBELL.
“	MR. S. O. PORTER.
B. & O. S-W. Ry.....	MR. W. H. BRIMSON.

VISITOR: Mr. W. G. Brimson, President and General Manager
C. L. S. & E. Ry.

Unfinished Business.

Mr. Connors: I move that the Chair appoint a Committee of three to investigate and report at the next meeting on the matter of collecting car service charges through the Superintendent of Car Service.

Seconded by Mr. Henry. Carried. Chair appointed Messrs. English, Glover and Peck.

After discussion of the resolution offered by Mr. Connors at the February meeting, regarding attendance at regular meetings, Mr. Brimson moved that when the March meeting adjourned that it adjourn sine die. Seconded by Mr. Peck. Motion lost.

At the last meeting Secretary was instructed to receive replies from the different roads on the resolution offered by Mr. Hoey in the Association of Car Foremen, and included in the minutes of the February meeting, on the matter of Car Foremen exchanging stubs of repair cards at the monthly meetings. Replies were received from seven roads, two voting for and five against the resolution. Resolution was declared lost and Secretary instructed to notify the Association of Car Foremen.

Reading of Correspondence.

Minutes of the meetings of the Yardmasters' Association and Association of Car Foremen read and approved.

Columbus, Ohio, March 14, 1898.

Mr. J. D. Berry,
Secretary Central Association,
City.

Dear Sir: Attached you will please find a copy of the minutes of the meeting of Executive Committee on Joint Car Inspection, held March 8. I would call your attention to the matter of giving the inspectors at interchange points sufficient time to

make a thorough inspection of cars before being taken away by the switching crews, and request that the Association take the matter up with the different Superintendents.

In regard to relieving the Chief Joint Inspector of as much clerical work as possible, since we have dispensed with the services of his clerk, we would request that all inquiries in connection with the interchange of cars be addressed to the Master Mechanic, or other party in charge of the Mechanical Department, who will have the information looked up.

Won't you kindly have these subjects brought to the attention of the Officers' Association for action?

Yours truly,
(Signed) T. F. BUTLER,
Chairman Executive Committee.

Mr. Connors: I move that the correspondence just read be made a part of the minutes of this meeting. Seconded by Mr. Brimson.

Carried.

Cincinnati, Ohio, March 10, 1898.

Mr. J. D. Berry,
Secretary Columbus Division.

Dear Sir: At a meeting of the Central Association of Railroad Officers, Cincinnati Division, held March 8, 1898, the following resolution was adopted:

Resolved, That this Association extend an invitation to the Joint Inspectors located at Cleveland, Columbus, Toledo, St. Louis, Cairo, Chattanooga, Lexington and Dayton to meet with our Chief Joint Inspector, Mr. Boutet, at Cincinnati, at an early date, to be decided upon by the Association, to go carefully over the M. C. B. Rules as to their understanding of same, particularly where they refer to owner's defects, whether they will require M. C. B. cards or pass them without M. C. B. repair cards, or defect cards, for owner's defects. We believe this will obviate issuing a large number of M. C. B. defect and repair cards.

Subsequently it was suggested that the meeting be held as above stated on Thursday, April 7, 1898, and I would therefore respectfully request that you arrange for the Joint Car Inspector at Columbus to attend a joint meeting, to be held at my office, Room 71, Carew Building, southwest corner Fifth and Vine Sts., Cincinnati, Ohio, Thursday, April 7, 1898, at 10 a. m., for conference as outlined in above resolution.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Brimson: I move that the Chief Joint Inspector be requested to attend.

Seconded by Mr. Glover. Carried.

Cincinnati, O., March 3, 1898.

To all Division Secretaries,

Central Association Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held in Cincinnati, Ohio, Tuesday, March 1, 1898, it was, on motion duly seconded and carried, decided to hold the next Annual Meeting of the Central Association at Indianapolis, Indiana, on July 12 and 13, 1898.

It was also moved and carried that each Division be notified to select a member who will prepare and present at the Annual Meeting a paper, the subject to be selected by the Division, or selected by the member and approved by the Division; these papers to be in the hands of the Secretary of the Central Association thirty days prior to July 12, in order that the same may be printed and distributed to the members, so that they may come prepared to discuss what is presented.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Henry: I move that the President select the man and he be permitted to select his own paper.

Seconded by Mr. Glover. Carried.

Mr. Glover asked for an interpretation of Rule 1 of the Standing Rules, regarding the delivery of cars to connecting lines, and cited the following case: A car was placed on a delivery track and the billing not delivered for several days. While the car was on transfer, and before billing for the same was furnished, it was damaged by the receiving road. The receiving road refused to accept the car or to make repairs on the ground that car had not been delivered since the billing had not been received. The question is, "Who is responsible for the damage?"

It was the sense of the Association that the receiving road was responsible and should make repairs; that the rule referred to covered only the contents of the car and not the car itself.

Secretary: The National Association of Car Service Managers will have their annual meeting in this city on May 17 and 18, and each member of this Association is cordially invited to attend any and all of the sessions.

Secretary asked for authority to entertain the National Association of Car Service Managers while in the city.

Mr. Connors: In view of the fact that the National Association of Car Service Managers are to meet in Columbus in May, I move that the members of this Association come at the next meeting prepared to take some action in supporting the Columbus Superintendent of Car Service to make the May meeting interesting.

Seconded by Mr. Glover. Carried.

Bill of the Central Association of Railroad Officers, amounting to \$9.38, was ordered paid.

On motion, duly seconded, meeting adjourned at 3:15 p. m.

H. C. FERRIS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, March 14, 1898.**

In the absence of the President and Vice-President the Secretary called the meeting to order, and on motion Mr. Sutherland was elected President pro tem.

The following lines were represented:

Ann Arbor R. R.	MR. W. F. BRADLEY	Supt.
C. H. & D. Ry.	MR. R. B. TURNER	Gen'l Supt.
"	MR. S. B. FLOETER	Supt.
"	MR. JEFF. STOKES	Car Foreman.
C. H. V. & T. Ry.	MR. M. S. CONNORS	Supt.
D. T. & M. R. R.	MR. N. K. ELLIOTT	Supt.
"	MR. J. W. WITMER	M. M.
F. & P. M. R. R.	MR. W. D. TRUMP	Gen'l Supt.
"	MR. T. J. HATSWELL	M. M.
L. S. & M. S. Ry.	MR. A. H. SMITH	Supt.
M. C. R. R.	MR. D. S. SUTHERLAND ..	Supt.
"	MR. CLARK HAIRE	Ass't T. M.
"	MR. JOHN TURNER	Car Foreman.
Penna. Co.	MR. W. H. POTTER	Supt.
"	MR. P. F. SMITH, JR.	M. M.
T. & O. C. Ry.	MR. T. F. WHITTELSEY ..	Gen'l Supt.
"	MR. H. P. LATTI	Car Foreman.
T. St. L. & K. C. R. R.	MR. A. L. MILLS	Gen'l Supt.
Wabash R. R.	MR. FRANK HOWARD	Car Foreman.
W. & L. E. Ry.	*MR. F. J. STOUT	Supt.

* Represented by Mr. C. C. Wilson, Agent

The reading of the minutes of the previous meeting was dispensed with.

Report of Committee on Storage Charges.

Mr. Whittelsey: Your Committee referred the question of storage charges to the Local Freight Agents' Association for a tariff of charges and an expression of opinion from each agent, and received the following reply:

"Referring to your favor of January 31, relative to the question of a tariff of charges for the storage of package freight at Toledo, Ohio.

Toledo consignees of carload package freight have had their own way so long that the matter of storing this class of property has become a very serious one to the Toledo lines, the railroads being compelled to hold nearly everything of this kind for from one to three weeks, either in the car or in the house. We understand, however, that the law prevents the railroads from going into the warehouse or storage business, so it would do no good for the agents to compile a tariff of such charges.

We think you will find that every agent in the city is instructed by the General Freight Department to send freight to public storehouse after a reasonable time has expired. This is not done because of the jealousy existing between Toledo lines, each one being afraid the others will not live up to their agreement, and experience has demonstrated that they have had cause for their fears.

The whole matter is simply a question of getting together, making an agreement and carrying it out.

If the Superintendents and General Freight Agents will hold a joint meeting and determine how long they will hold package freight, and then honestly instruct their agents to be governed by that agreement, you can rest assured that not a single agent will run the risk of losing his position by breaking the rule.

The trouble is that the Transportation Department tell the agent to do one thing, and the Traffic Department another, and

between the two the agent does nothing and consignee does as he pleases and unloads at his leisure."

It was the opinion of the members that further consideration should be postponed pending the action of the Interstate Commerce Commission in the matter.

On motion the report was ordered received and Committee discharged.

Manufacturers' Railway.

Mr. Smith: Your Committee beg leave to report that the legal opinions received are to the effect that the Penna. Co. are the employees, or agents, of the Manufacturers' Railway, and that they can not legally collect car service that may accrue on tracks of said (Manufacturers') railway.

Your Committee report progress and ask for further time in which to handle this matter.

The idea is to have the Secretary arrange a meeting with Mr. Backus and at least two of the members of the Executive Committee and review the situation and see if we can not get Mr. Backus to agree to uphold Car Service Rules. If we can not make such arrangements, then the Committee will recommend what they think will be necessary to bring this about.

On motion the report was accepted and the Committee given further time.

Election of Standing Committee of Interchange Inspection.

On motion it was decided that the election be by ballot.

The vote resulted in the election of representatives of the following roads:

Transportation Department: Mr. T. F. Whittelsey, of the T. & O. C. Ry.; Mr. W. H. Potter, of the Penna. Co.

Mechanical Department: Representatives of the W. & L. E. Ry., C. H. & D. Ry., M. C. R. R., F. & P. M. R. R.

The Secretary was instructed to notify the members of the

Standing Committee on Interchange Inspection of their election,
and to issue call for meeting of the Committee for 1:30 p. m.,
Saturday, March 19.

Meeting of Joint Inspectors.

Central Association of Railroad Officers.

Cincinnati, Ohio, March 10, 1898.

Mr. Wm. Grogan,

Secretary Toledo Division.

Dear Sir: At a meeting of the Central Association of Railroad Officers, Cincinnati Division, held March 8, 1898, the following resolution was adopted:

Resolved, That this Association extend an invitation to the Joint Inspectors located at Cleveland, Columbus, Toledo, St. Louis, Cairo, Chattanooga, Lexington and Dayton to meet with our Chief Joint Inspector, Mr. Boutet, at Cincinnati, at an early date, to be decided upon by the Association, to go carefully over the M. C. B. Rules as to their understanding of same, particularly where they refer to owner's defects, whether they will require M. C. B. cards or pass them without M. C. B. repair cards, or defect cards, for owner's defects.

We believe this will obviate issuing a large number of M. C. B. defect and repair cards.

Subsequently it was suggested that the meeting be held as above stated on Thursday, April 7, 1898, and I would therefore respectfully request that you arrange for the Joint Car Inspector at Toledo to attend a joint meeting, to be held at my office, Room 71, Carew Building, southwest corner Fifth and Vine Sts., Cincinnati, Ohio, Thursday, April 7, 1898, at 10 a. m., for conference as outlined in above resolution.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Whittelsey: I am in favor of the Joint Inspector attending the meeting, and I move that we authorize him to attend.

Seconded by Mr. Connors and carried.

Mr. Whittelsey suggested that the Joint Inspector request transportation through the Chairman of the Standing Committee.

Annual Meeting.

Central Association of Railroad Officers.

Cincinnati, Ohio, March 3, 1898.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held in Cincinnati, Ohio, Tuesday, March 1, 1898, it was, on motion duly seconded and carried, decided to hold the next Annual Meeting of the Central Association at Indianapolis, Indiana, on July 12 and 13, 1898.

It was also moved and carried that each Division be notified to select a member who will prepare and present at the Annual Meeting a paper, the subject to be selected by the Division, or selected by the member and approved by the Division; these papers to be in the hands of the Secretary of the Central Association thirty days prior to July 12, in order that the same may be printed and distributed to the members, so that they may come prepared to discuss what is presented.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

Mr. Whittelsey: I move that the President of this Division be requested to arrange for paper from the Toledo Division.

Seconded by Mr. Smith and carried.

Staking, etc., of Forest Products.

Mr. Floeter: I have here a paper now before the Cincinnati Association, relative to the matter of staking, etc., of forest products, brought up by the southern roads on the ground that the present M. C. B. Rule is very severe on them, and they have placed before the Cincinnati Division some amendments. I think we should take some action as to the proposed changes, which will affect nearly all lines in this vicinity.

On motion the Secretary was instructed to furnish each member with a copy of the paper and make it a subject to come before the April meeting.

Delivery of Less than Carload Shipments.

The Secretary read the following communication:

The Cleveland, Lorain & Wheeling Railway Company.

Cleveland, Ohio, March 12, 1898.

Mr. Wm. Grogan,

Secretary Central Association of R. R. Officers,
Toledo, Ohio.

Dear Sir: You may recollect when I saw you in Toledo not long ago I asked you for a copy of your standing resolutions, which determined just when the delivery of a car to another road has taken place. I think I did not make my statement explicit enough to get the information I wanted. Upon looking over the resolutions I find that Rule 9 provides for carload freight. The matter that I am desirous of covering is this:

At a joint station, where the agent and other employees are paid equally by two or more companies, and a less carload shipment is brought in by the A. B. C. Road, to go forward by the D. E. F. Road, when is the delivery of that freight by the former road made to the latter? In other words, when does the

responsibility for the freight on the part of the former road cease?

I believe it used to be considered at stations where transfer bills were made that the freight becomes the property of the receiving road when such transfer slip has been made, but at a station where no transfer slips are made, and the out-billing is made direct from the waybill of the delivering road, another question is brought into the case.

I would like, if your Association has established a rule in regard to this, to have you advise me what the decision is, and if it has not been ruled upon, I think it would be a matter of interest for your Association to take up, and I should be very glad indeed to hear what they decide upon. We have no organization here similar to your Superintendents' Association, and for that reason I submit the matter to you.

Trusting that I am not imposing too much upon your kindness, or that of your Association, I am,

Yours very truly,

(Signed) W. R. WOODFORD,
General Manager.

It was moved and seconded that the Secretary be instructed to reply to Mr. Woodford that it is the sense of this Association that in the delivery of less than carload freight, where joint agent is concerned, when the freight leaves the car of the delivering road and reaches the platform, that that, with the delivery of the bill, will constitute a delivery to the other line.

Carried.

Grouping of Cars.

Mr. Bradley: When Standing Resolutions were revised, Rule 9, relative to grouping cars, was omitted, I presume, through oversight.

The President advised that the resolution in question was intentionally dropped from the fact that it was being ignored.

Mr. Bradley: Then I will offer a resolution to reincorporate it as in the original Standing Resolutions.

It was decided to defer taking the matter up, and the Secretary was instructed to give notice that it would be a subject for consideration at April meeting.

Car Service.

Mr. A. H. Smith, Chairman, presiding.

The Chairman called attention to correspondence submitted by the Manager, suggesting certain changes in the rules, particularly in Rule VII (a), which at present provides that shipper or consignee is entitled to full 48 hours on initial road, and if car is ordered to another road for delivery, the forwarding agent to note on transfer bill time such car has been detained, and in computing time the road delivering to consignee to deduct the time as shown on transfer bill from time allowed under the rules and collect accordingly.

Mr. Sutherland gave notice of the following proposed changes in the rules:

Rule II, Sec. D, now reads:

“Until further notice, cars loaded with Coal and Coke will be allowed to remain three (3) days on storage track without car service charge, in addition to 48 hours for unloading.”

Proposed rule:

“Until further notice, cars loaded with Coal and Coke will be allowed to remain three (3) days on storage track of the initial, or carrying, road without car service charge, in addition to 48 hours for unloading. Free storage time will not be allowed on any car after same has been subject to a switching movement.”

Rule VII, Sec. A (Cars ordered to connections), now reads:

“The transfer bills to connecting roads must show the number of hours the cars have been detained by shipper or consignee withholding orders, and in computing car service the road de-

livering to consignee will deduct the time as shown from the time allowed under the rules and collect accordingly."

Proposed rule:

"All cars on which the rules (No. II, Sec. D) do not give a free storage period, ordered to tracks of connecting road for delivery to consignee, prior to the expiration of 24 hours will be forwarded without lost time billed against them, and in cases where consignees delay such cars by failure to pay charges, filing orders, etc., the agent of the initial road shall collect car service at \$1.00 per car per day or fraction thereof for all such detention in excess of 24 hours before accepting order to forward, so that 48 hours may remain to party actually taking delivery in which to unload without payment of car service."

The Secretary was instructed to give notice of the proposed changes, so that same may be acted on at April meeting.

Adjourned to meet Monday, April 11, 1898.

A. L. MILLS,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,
Tuesday, March 8, 1898.

PRESENT.

Roads.

Representatives.

P. & P. U. Ry.....	W. E. BELL.....	Ass't Supt.
T. P. & W. Ry.....	E. N. ARMSTRONG...	Gen'l Supt.
C. P. & St. L. R. R....	C. MILLIARD.....	Superintendent.
C. C. C. & St. L. Ry.	J. W. RILEY.....	Superintendent.
P. D. & E. Ry.....	R. B. STARBUCK.....	Gen'l Supt.
T. H. & I. R. R.....	F. L. CAMPBELL.....	Trainmaster.
L. E. & W. Ry.....	H. F. RICKELL.....	Ass't Gen'l Supt.
R. I. & P. Ry.....	H. P. GREENOUGH....	Superintendent.
C. R. I. & P. Ry.....	C. L. NICHOLS.....	Superintendent.
C. R. & Q. R. R.....	W. B. THROOP.....	Superintendent.

Meeting convened at 11:30 a. m.

President Starbuck in the chair.

On motion the reading of the minutes of the February meeting was dispensed with.

President — Our first matter is paper by F. L. Tompkins.

Secretary — Mr. Tompkins is detained again, and I do not know whether he has his paper prepared or not.

Mr. Riley — Unless Mr. Tompkins has his paper prepared, I move the item be stricken from the call hereafter, but if the

paper is prepared, that it be presented at some subsequent meeting.

Seconded and carried.

President: Our next question is the abolishing of "Track Billing." Mr. McKeen brought this matter up, and as he is not here, it might go over.

Mr. Campbell: The Vandalia would like to abandon the practice if all roads will agree.

Mr. Armstrong: We do not believe the practice can well be abolished. We have one elevator eighty miles away. The bulk of our grain on the east end is bought by Peoria parties, and they don't see anything but the sample that is sent here. I don't see how we could abolish track billing without changing the whole method of handling the business.

Mr. Bickell: The same condition exists on our road.

Mr. Riley: We control the matter by not furnishing empties when they don't give their billing promptly.

Mr. Armstrong: When the billing is not furnished in three days, we bring the car to Peoria and charge local rate.

Mr. Bickell: Personally I should like to see the practice abolished, but I don't see that we can do it now.

President: As three roads have expressed themselves, I don't see that it is worth while for us to continue the subject. The P. D. & E. would like very much to abolish the custom, but can not do so without the cooperation of the other lines.

Mr. Bickell: The Transportation Department would like to put a stop to it, but the Traffic Department don't want to.

Mr. Armstrong: So long as business is handled as it is, I don't see what else shippers can do. They do not own the elevators. The country dealer sends the Peoria buyer a sample. We give the country dealer twenty-four hours to load, then allow one day for the sample to reach Peoria, and one day for the shipper here to decide what he wants to do with the car. The third day the billing is furnished, and the fourth day the car moves, unless a Sunday or a holiday intervenes, and then it takes about a week to get a car of grain.

President: How much extra switching does it make you during that time?

Mr. Armstrong: Not very much.

Mr. Bickell: It does make a good deal of extra switching. —

Mr. Armstrong: In order to get rid of the practice we would have to make the local man buy and sell his own grain, and we can't do that.

I therefore move that the subject of "Track Billing" be dropped.

Seconded by Mr. Campbell and carried.

A letter from General Secretary Fetter, naming Indianapolis as the place for holding the Annual Meeting in July, and requesting that this Division present a paper at such meeting was read, but action thereon was deferred until the next meeting.

Adjourned at 12:10 p. m.

R. B. STARBUCK,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, March 11, 1898.

Meeting called to order at 11:20 a. m., with Vice-President
A. T. Perkins in the Chair.

The following lines were represented:

B. & O. S-W.	MR. H. C. BARNARD	Supt.
“	MR. I. L. BURLINGAME ..	Trainmaster.
C. B. & Q. R. R.	MR. W. G. BESLER	Supt.
“	MR. J. A. CARNEY	M. M.
C. C. C. & St. L. Ry. ..	MR. W. G. BAYLEY	Supt.
L. & N. R. R.	*MR. W. S. MCCHESENEY, JR.,	Supt. T.
St. L. K. & N-W. R. R.	MR. W. E. CUNNINGHAM,	Supt.
“	MR. A. T. PERKINS	Ter. Supt.
M. K. & T. Ry.	“	“
T. H. & I. R. R.	MR. H. I. MILLER	Supt.
Term'l R. R. Ass'n ..	MR. EDW. DUNLOP	Supt.
“	MR. F. X. ROEDERER ...	Joint Agent.
Wiggins Ferry Co. ...	MR. JNO. J. BAULCH	G. F. A.
Wabash R. R.	MR. J. A. HEETHER	Trainmaster.
St. L. Transfer Co. ...	MR. W. G. BESLER.	
Nat'l Stock Yards Co. .	“	

* By E. P. Bryan, Jr.

Following lines not represented :

Missouri Pacific Ry.,	Frisco Line,
M. & O. R. R.,	C. & A. R. R.,
T. St. L. & K. C. R. R.,	Bluff Line,
C. P. & St. L. R. R.,	L. E. & St. L. C. R. R.,
Ill. Cent. R. R.,	St. L. P. & N. Ry.,
St. L. K. C. & C. R. R.	

Reading of Minutes.

Vice-President: The minutes of the previous meeting, such as they were, have been published and are now in the hands of the members, and unless there are some objections they will stand approved as issued. For the last two meetings we have called we have not succeeded in getting a quorum, and such matters as were discussed were taken up informally.

Unfinished Business.

Vice-President: We have under this heading the matter of arranging a date upon which the rules for the Interchange of Empty Cars at St. Louis and East St. Louis will go into effect. As the subject now stands, the rules were adopted by this Association with amendments that were objected to by the Committee of the Joint Car Inspection Association. The objections made seemed to be due to a misunderstanding of what was intended, and in accordance with the opinion of the Committee we discussed them informally after the December meeting. You will all probably remember the discussions that were had at the December meeting, and I would ask the Secretary to read the report made by the Joint Car Inspection Association Committee on this matter.

Secretary: The following is that part of the proceedings of the Joint Car Inspection Association referring to the subject in question:

“Mr. Rearden reported, in behalf of the Executive Committee, that no official notice has yet been received of the action

taken by the Central Association of Railroad Officers on the interchange of empty cars.

"Mr. Dolan introduced the following circular addressed to the members of the Central Association of Railroad Officers, St. Louis Division, with a request that the members of this Association discuss the same and state what effect, in their opinion, the adoption of such rules would have on the interchange of empty cars.

"[Copy.]

"Central Association of Railroad Officers,
"St. Louis Division.

"St. Louis, December 24, 1897.

"To the Members of St. Louis Division:

"At the December meeting the following proposed additions to the rules of interchange of empty cars at St. Louis and East St. Louis were adopted. There being amendments offered to the original report of the Committee, these rules as amended and adopted are given below, and you are now requested to again take up this question and give us by letter ballot before our next meeting the vote of your company on these additional rules:

"1. Inspectors of each road to be furnished by Joint Car Inspector with statement of specifications and requirements of all roads ordering empty cars for loading, and the delivering road in supplying cars for loading on requisitions to inspect empties before delivering them, on basis of the requirements of the receiving road.

"2. All foreign empty cars not originating on receiving road shall be inspected either by Joint Car Inspector or by inspector of delivering line in accordance with requirements of receiving road.

"3. All empty cars originating on the receiving road will be accepted by the receiving road without inspection by the Joint Car Inspector.

"G. L. SANDS,

"President.

F. E. ANDERSON,

"Secretary.

"After a lengthy discussion by those present, Mr. Minton offered the following resolution, which was adopted: Resolved, That this Association, after considering the above circular, notify the Central Association of Railroad Officers, St. Louis Division, that their proposed changes in our rules conflict with M. C. B. Rule No. 2, and can not be adopted. This Association will exercise all its powers to assist in any way it can the prompt movement of all cars, and will at all times have our Executive Committee confer with a like Committee from said Central Association of Railroad Officers for the purpose of giving such assistance as we can to insure the prompt movement of all cars in transit."

Vice-President: You have heard the objections made by the Joint Car Inspection Association, and in order that the matter might be fully understood, I would ask Mr. Dunlop to explain to the Association just where the misunderstanding comes in.

Mr. Dunlop: If it is true that the proposed amendments conflict with M. C. B. Rule 2, I believe it would be well for our Committee to confer with the Executive Committee of the Joint Car Inspection Association, with a view of learning just where the real difficulties come in. They have not been explained to me personally as yet.

Vice-President: Before we bring that up, Mr. Dunlop, would you not mention in regard to the apparent difference in putting a comma after "Joint Car Inspector"?

Mr. Dunlop: I do not think that that could be considered a reasonable objection; the amendment reads, "All empty cars originating on the receiving road will be accepted by the receiving road without inspection by the Joint Car Inspector." It might be well, however, to add a comma after the second receiving road and before "without inspection," which I think would fully convey the meaning of the paragraph. It was not the intention that roads should receive cars without inspection, but that they should receive cars belonging to them, without inspection by the Joint Car Inspector.

Vice-President: It would seem that the Committee from the Joint Car Inspection Association has understood this amendment to mean that the cars were to be accepted by the roads without further inspection of their own, while the rule does not read that way. It simply means that they will accept empty cars without the delay of having to be inspected by the Joint Car Inspector.

Secretary: I have the following letter from Mr. D. C. Frederick, Car Service Agent of the Chicago, Peoria & St. Louis R. R. of Illinois, and the St. Louis, Chicago & St. Paul Ry. Company of Illinois, dated December 31:

"It occurs to me that the rules for the handling of equipment at St. Louis and East St. Louis are, at the present time, sufficiently complicated without adding those proposed in the attached. The M. C. B. Rules make no distinction whatever between loaded and empty cars; in fact, the word 'empty' never occurs in them. In these rules a car is a car, whether loaded or empty, and it was one of the original ideas of the Central & Western Association of Car Service Officers, when they started their investigation in St. Louis, to have this word 'empty' eliminated from the rules if it was possible.

As regards the proposed additional rules, it does not stand to reason that if I placed an order with the Missouri Pacific for any number of cars of a specific capacity to load to their line, that they would attempt to deliver us any cars that were unserviceable, unsafe to load or dangerous to trainmen. Certainly their car inspector would not permit any such cars to be delivered, as it is for their loading and their accommodation that the cars are coming to us. Then, why should it be necessary to complicate matters and delay the delivery of the cars, waiting for the specifications of the Joint Car Inspector? Certainly all any line would require would be cars inspected in accordance with the Master Car Builders' Rules and in suitable condition to carry the commodity for which they were ordered, which is always specified when orders are placed. For my part, I am very much opposed to the proposed additional rules."

Mr. Millard, Superintendent, states in letter attached to the above that in regard to the proposed amendments he would vote "No."

I have a letter from Mr. J. F. Jones, Terminal Superintendent of the Missouri Pacific and Iron Mountain, dated January 11, as follows:

"In reply to your circular of the 24th ult., addressed to members of the St. Louis Division, calling for letter ballot on additional rules as amended and adopted, appertaining to inspection, to be included in Rules of Interchange of empty cars at St. Louis and East St. Louis, beg leave to say that, as far as the Missouri Pacific and Iron Mountain Companies are concerned, we can not see that these additional rules would be of any benefit or facilitate the handling of cars over the present method, and wish to be counted as voting against the adoption of them."

Telegram from Mr. W. G. Bayley, of the C. C. C. & St. L. Ry., dated today, as follows:

"This company will vote 'yes' on adoption of rules for Interchange of Empty Cars at St. Louis and East St. Louis."

Mr. Besler, of the Chicago, Burlington & Quincy Railroad, writes under date of January 1:

"Answering your letter of December 24. The C. B. & Q. R. Company will abide by the rules for Interchange of Empty Cars at St. Louis, etc., as were adopted, and will also carry out our part of the additional amendments concerning inspection, etc., as proposed."

I also have a letter from Mr. H. I. Miller, Superintendent of the Vandalia Line, date December 31, 1897, reading as follows:

"Replying to your circular letter of the 24th, in regard to amended rule concerning interchange of empty cars at St. Louis and East St. Louis, we are willing to enter into the arrangement under the rules and amendments as proposed."

Vice-President: The necessary action to be taken by the Division now is to arrange a date when the rules will go into

effect, and to provide for some understanding in regard to the objections made by the Joint Car Inspection Association. Both the original rules, as reported by the Committee at various times, and the amendments proposed later, were adopted by the Association with the understanding that date upon which they should go into effect would be arranged later. Mr. Dunlop has made a suggestion that our Committee meet with the Executive Committee of the Joint Inspection Association, and it might be well to do this in order to clear away any misunderstandings before the rules are put in force. The matter should be disposed of that way, or by setting a date for them to become effective.

Mr. Dunlop: I believe that the matter had better be deferred, and I move that the Committee be reappointed to meet with the Committee of the Joint Inspection Association and go over the proposed rules and amendments and report at our next meeting.

Seconded.

Vice-President: It is moved and seconded that the Committee on Rules for Interchange of Empty cars at St. Louis and East St. Louis be reappointed to meet with the Committee of the Joint Car Inspection Association and go over the objectionable features, making report at next meeting.

Carried.

Vice-President: The question is now deferred to our next meeting, when Committee will make report.

Mr. Miller: It is possible that the Missouri Pacific does not understand these rules, and that, if the Committee takes it up with them, they might reconsider their vote upon the matter.

Mr. Besler: The Mobile & Ohio, you will remember, also refused to accept these rules, and the Clover Leaf declined to vote; they are in the same position in this respect as the Missouri Pacific and Iron Mountain.

Mr. Miller: I move that the Committee confer with the dissenting lines and secure unanimous action on the rules.

Seconded.

Vice-President: Will you accept as an amendment to your motion, Mr. Dunlop, that the Committee confer with the dissenting roads and see if they will not reconsider their votes? If there are no objections, we will add that as an amendment.

Reading of Correspondence.

Secretary: I have the following letter from Mr. Fetter, of the Central Association, under date of March 3.

"At a meeting of the Executive Committee of the Central Association of Railroad Officers, held in Cincinnati, Ohio, Tuesday, March 1, 1898, it was, on motion duly seconded and carried, decided to hold the next Annual Meeting of the Central Association at Indianapolis, Indiana, on July 12 and 13, 1898.

It was also moved and carried that each Division be notified to select a member who will prepare and present at the Annual Meeting a paper, the subject to be selected by the Division, or selected by the member and approved by the Division; these papers to be in the hands of the Secretary of the Central Association thirty days prior to July 12, in order that the same may be printed and distributed to the members, so that they may come prepared to discuss what is presented."

Vice-President: The only Committee we have out at the present time is the Committee on Car Service at East St. Louis, and Mr. Parker telephones today that they are unable to make any report today.

New Business.

Vice-President: Under this head we will take up the matter of appointment of a member of this Association to present a paper for reading before the Annual Meeting of the Central Association at Indianapolis, Ind.

Mr. Besler: I move that this Association select for its representative to prepare a paper for presentation to the Association at Indianapolis Mr. A. T. Perkins, he to select his own subject.

Seconded by Mr. Miller. Carried.

Vice-President: It is needless for me to say that I feel very much flattered at your selection of me to prepare and read a paper before the Annual Meeting. I certainly consider it a great honor to represent this Association.

We have no further business to come before the Association, unless some one of the members wishes to present a question.

Mr. Besler: I wish to call attention to the fact that the place of annual meeting for this year is Indianapolis, which was selected for its central location. We have hopes that we might be able to get a larger representation present from each Division by having the meeting in such a place. It is only about a day's ride, and any attending member whose presence is desired at home can easily reach there without very much delay. The St. Louis Division has never been very strongly represented at the Annual Meetings heretofore, and it is hoped that at the next meeting we will be enabled to get at least two thirds of the members to attend. Let us mention the matter before the meeting each month, so that the members will perhaps make greater effort to attend the Annual Meeting, and thus give us a large representation.

Mr. Miller: In this connection I would like to say that the Vandalia Line would be very glad to have as many of the members as care to go over our line to Indianapolis do so; the afternoon train would probably be the best train for them to take.

Vice-President: The Association certainly appreciates the offer of the Vandalia Line.

I find that at this meeting the Secretary submits his annual report. According to our rules the Secretary is also Treasurer. As the expenses of the Association are prorated among the lines each month, and accounts thus closed up monthly, all that remains is to examine these records, and, if correct, approve them. I believe it is customary to appoint a committee for this purpose.

Mr. Besler: The President heretofore has usually looked over the accounts of the Secretary, or Treasurer, and if they were found correct, so signified to the Division. I would sug-

gest that the President or Vice-President go over the accounts and if found satisfactory, so report. I would make that as a motion.

Seconded. Carried.

Upon motion the meeting here adjourned.

A. T. PERKINS,
Vice-President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., March 9, 1898.

Meeting was called to order at 2:00 p. m. by Vice-President Carson.

The representation was as follows:

A. T. & S. F. Ry.....MR. J. W. STARR.....Supt. Ter.
C. & A. R. R.....MR. W. L. STEVENSON..Trainmaster.
C. R. I. & P. R. R.....MR. J. R. BLAIR.....Trainmaster.
H. & St. J. R. R.....MR. E. G. FISH.....Ass't Supt.
".....MR. J. W. MULHERN....Trainmaster.
K. C. F. S. & M. R. R..MR. R. V. MILLER.....Trainmaster.
C. M. & St. P. Ry.....*MR. D. W. RIDER.
M. K. & T. Ry.....MR. L. W. WELCHSupt.
".....MR. C. WIRTH.....Trainmaster.
C. G. W. Ry.....(Not represented.)
K. C. O. & S. Ry.....(Not represented.)
K. C. St. J. & C. B. R. R..MR. E. G. FISHAss't Supt.
Mo. Pac. Ry.....MR. C. E. CARSONSupt. Term'ls.
".....MR. R. P. ISITTAgent.
Un. Pac. Ry.....MR. G. N. CURTIS.....Agent.
Wabash R. R.....MR. J. LAUGHLINTrainmaster.
".....MR. U. B. DARNALL....Agent.
K. C. N. W. R. R.....MR. R. P. ISITT.....Agent.
K. C. P. & G. R. R.....(Not represented.)
K. C. Belt Ry.....*MR. D. W. RIDER.....Supt.
Union Depot Co.....MR. E. J. SANFORD.....Supt.

* Represented by Mr. J. W. Starr.

VISITORS: Mr. H. F. Royce, C. R. I. & P. Ry., Chicago, and Mr. W. T. New, Ass't Master Mechanic, Mo. Pac. Ry.

President: If there is no objection the reading and approving of the records of the last meeting will be dispensed with, as the records have been printed and sent to all members of the Association. I hear no objection and they will stand approved as printed.

President: The first thing is unfinished business.

Secretary: The only thing under that head is the matter of checking at warehouses, which was carried over from the last meeting in order to give the Local Agents' Association more time to agree upon a recommendation.

Mr. Darnall: As you all know, our Association has been discussing this matter for some time. We finally came to a conclusion at the last meeting to offer a resolution to be presented at this meeting. With the permission of the members and the kindness of the Secretary, I would like to have it read.

The Secretary read the following:

"As the various agents reported that 'short house' checking costs from 23 to 45 cents per carload, which would cost the railroads interested not less than \$5,000.00 per year, Resolved, That we recommend to the Superintendents' Association that all 'short house' checking on both in and outbound business be discontinued on and after April 1, 1898. To further protect our interests, would recommend that all bills of lading on and after that date be issued with notation 'shipper's load and count.'"

E. F. EDGECOMB,
J. P. CUMMINGS,
Committee."

President: What is your pleasure, gentlemen?

Mr. Welch: I would like to ask in what way this matter is to be conducted in future if we adopt this report.

Mr. Darnall: Instead of the Companies being put to the expense of sending check clerks to the various warehouses to check cars loaded and unloaded, we simply will not send them.

We will not have any expense of this character if this is adopted. We will sign all bills of lading "shipper's load and count."

Mr. Starr: I think the roads interested in this question will meet with opposition on the proposition to sign bills of lading "shipper's load and count." The banks have a rule that a bill of lading so endorsed is not, or rather will not be, negotiable by them. While the proposition to do away with "short house" checking is an excellent one, yet I don't agree with the idea of endorsing bills of lading "shipper's load and count."

Mr. Darnall: It practically amounts to the same thing now. You sign a receipt for a shipment that has been checked by your check clerk, and if any question arises as to the correctness of the contents of the car you pay the claim. It is just the same whether you have a check clerk there or not.

Mr. Starr: It is a good thing so far as the railroads are concerned, but it will run against opposition on the part of shippers if they can't negotiate their paper. That is one of the principal uses a bill of lading is put to.

Mr. Welch: I think it would be a good plan to adopt this as recommended; then meet them on that afterward.

Mr. Starr: I don't wish to be understood as opposing the scheme, because it is a good one from the railroad's standpoint, but for my company I would have to be authorized by my superior officer to vote affirmatively.

Mr. Darnall: We heard several other things on this checking question before we adopted the resolution, and they were all argued at length by, I might say, every member of our Association. My reason for getting up this time is to ask that you call on Mr. Isitt, who, I think, assumed as large a part of the task as anybody.

President: Let us hear from Mr. Isitt.

Mr. Isitt: That is very complimentary, but I don't know that I can throw any more light on the subject than what has been said.

I was really a little nervous about discontinuing the checking altogether, not because it would discommode the banks at

all, nor that I feared the merchants would not be able to handle their business through the banks—I expected all the time that the banks would probably make some objection to it; the only thing I was nervous about was on cars coming in here billed at a certain count, if we let them be unloaded without obtaining a check. But it didn't seem, in the minds of most of the members, that it was advisable to turn the checking over to anybody else, and we all felt that there was a chance to save some money and serve our own convenience at the same time. And while, as I say, I was a little bit nervous at first, I am satisfied to have the checking done away with entirely.

I don't think the question of signing bills of lading "shipper's load and count" will be a very serious one. I expect it will be brought up, but we have made many changes that have been objected to but are now taken as accepted facts and you hear no further objections.

It is an experiment so far as Kansas City is concerned, because it reverses the handling of this business entirely. It is an old system, well rooted, here that we should check everything, but as it is not done in other cities, and we have a chance to save this money, I think we ought to try it and meet these little difficulties as they come up.

President: It is true this would be an innovation, but it is something that is not done in any other cities of the country, east or west, I understand, and I am unable to see why Kansas City should stand alone in assuming an expense of this kind, when it is not done elsewhere and is a manifest injustice to the railroads.

Mr. Miller: It seems to me that the question whether bills of lading should be endorsed "shipper's load and count" is something that we can't deal with here very well. I may be mistaken, but I think the traffic department would want to pass on that. I agree with Mr. Starr, that it does not give sufficient protection.

Mr. Darnall: I wish to say for Mr. Miller's benefit that if his rules are the same as other railroads, that whenever a ship—

ment is received of which the company has not participated in the check, they have a perfect right to sign for it "shipper's load and count." It is as much a transportation as a traffic matter.

President: The expense is a transportation matter, and why should the transportation department assume that expense here when it is not done in other cities?

Mr. Darnall: Mr. Miller, if a man loads a car of anything down on your line, and your agent is not there to check it, and he comes in with a bill of lading and says he has loaded this car with so and so, how would the agent sign the bill of lading?

Mr. Miller: He would probably sign it "shipper's load and count," but it would be under instructions of the traffic department.

Mr. Welch: We have, as I understand it, the right to do away with the present mode of checking these cars.

President: That is the question right now, whether we can do that in a superintendents' association. Some of the members present think it would be necessary to take it up with their traffic departments, and we want to get a full expression from the roads on that point.

Mr. Stevenson: The fact of a bill of lading having been issued with that notation doesn't make a claim invalid, as I understand it.

Mr. Darnall: I will say for Mr. Stevenson's information that if he signs a bill of lading which reads "shipper's load and count," and when the car arrives at destination a shortage is claimed, and the shipper makes affidavit as to what was loaded and the consignee makes affidavit as to what was unloaded, and both agree, and you can show a continuous seal record from point of shipment to destination, you would not have to pay the claim, unless it was done from a policy standpoint.

Mr. Welch: I understand that this report was made by the Local Agents' Association to this Association, and I would make a motion that the report be accepted.

Mr. Laughlin: I second the motion.

Mr. Miller: I think the first part is all right, but in regard to signing bills of lading I would not feel authorized to vote. That is a traffic department matter.

Mr. Starr: I would like to ask if it is Mr. Welch's intention to adopt this resolution as read.

President: As there is not a full representation of the lines of this Association present today, I might suggest that the matter be laid before the absent members with a view of getting an expression of opinion from them as to whether they will be willing to enter into the arrangement. It would hardly be advisable for a few of the lines to agree to it and the others be out.

Mr. Starr: If Mr. Welch will withdraw his motion I would like to ask that the matter be submitted to letter ballot.

Mr. Welch: I withdraw my motion.

Mr. Starr: I would then move that this matter be referred to each member of this Association by letter, the Secretary fully outlining the resolution as adopted by the Local Freight Agents' Association, and requesting each road to advise by letter ballot how they will vote on this proposition, the letter ballot to be read at the next regular meeting of this Association; it being understood that the resolution if adopted will not be put into effect until June 1, 1898.

Mr. Fish: I second the motion.

President: You have heard the motion; all in favor signify by the usual sign; contrary; carried.

The Secretary read the following letter:

Cincinnati, Ohio, March 3, 1898.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held in Cincinnati, Ohio, Tuesday, March 1, 1898. it was, on motion duly seconded and carried, decided to hold the next Annual Meeting of the Central Association at Indianapolis, Indiana, on July 12 and 13, 1898.

It was also moved and carried that each Division be notified to select a member who will prepare and present at the Annual Meeting a paper, the subject to be selected by the Division, or selected by the member and approved by the Division; these papers to be in the hands of the Secretary of the Central Association thirty days prior to July 12, in order that the same may be printed and distributed to members, so that they may come prepared to discuss what is presented.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

President: What shall we do with this communication?

Mr. Mulhern: I move that the communication be placed on file.

Motion seconded and carried.

President: What action does the Association wish to take in regard to appointing a member to prepare a paper to be read before the Annual Meeting?

Mr. Starr: I move that, as there is not a full representation here today, the matter be referred by letter, the Secretary sending a copy of this letter and requesting the members to suggest subjects for the paper.

President: It is morally certain that there will be no one volunteer to prepare a paper, and at the next meeting we would be in the same shape we are today.

Mr. Fish: I have no doubt that every member of the Division would be glad to have a paper prepared by some one of our members here, to be read at the meeting referred to, and I don't see why the matter can't be acted on today as well as any other time.

Mr. Starr: My idea was simply to give the absent members a chance to know what was desired by the Central Association, in order that they may have a little time to suggest a topic for the paper. This will enable us at the next meeting to select the subject.

Mr. Welch: I second the motion.

Carried.

Secretary: In accordance with resolution adopted at the February meeting, I wrote Secretary Fetter, requesting twenty copies of the bound proceedings for the year 1897. Mr. Fetter replied that the bound proceedings cost \$1.50 each, and are charged to each Division according to the number of copies taken, and asked if, with this information, we still desired the twenty copies. He further stated that each Division is furnished the same number of indexes as proceedings, so that each member has a copy of the index to file with the proceedings, whether bound or not. In order to save time, I took the liberty of advising Mr. Fetter that one copy of the bound proceedings, to file with the records of the Association, would be sufficient, it not having been understood that the indexes were furnished separately.

Mr. Starr: I move that the Secretary's action be approved.
Motion seconded and carried.

The Secretary read the following letter:

Kansas City, Mo., March 8, 1898.

Mr. B. H. Garrigues,

Sec'y Central Ass'n R. R. Officers.

Dear Sir: At the last meeting of the Local Freight Agents' Association it was recommended that the Kansas City Division of Central Association of Railroad Officers add to the list of non-transferable commodities adopted by your Association August 11, 1897, the commodities: California Dried Fruit, Cement in bags.

It was clearly shown during discussion that it was to the interest of the railroad companies to have these commodities added to the list referred to.

Yours truly,
(Signed) U. B. DARNALL,
Secretary.

Mr. Laughlin: I move that the commodities mentioned be added to the list of nontransferable freight.

Mr. Fish: I second the motion.

Carried.

President: We have a paper from Mr. Stillwell to be read today.

The Secretary read as follows:

Economy in the Use of Train and Station Supplies.

BY W. H. STILLWELL.

The question of economy has been so persistently instilled into our minds for the past few years that as economists we ought to stand in the front rank.

The matter of economy in the use of station and train supplies is one that can be made a subject for considerable study. We can, by a personal knowledge of the necessities of our different stations, arbitrarily establish what supplies are required, and insist upon the station agent regulating their use accordingly, but in the matter of train supplies it is more difficult. You can not say to a conductor "You must get along with one bucket of dope each trip." He may have one hot box, or a dozen, and he may not have any. It thereby rests largely with the personnel comprising your train service. One man may realize the cost of supplies and be economical in their use. Such a man is a valuable one and can easily save many dollars for the company. On the other hand, you may have many men who think a quart of oil or a pound of waste cost little or nothing, and while it may be true in one particular case, they do not stop to think that there are scores of other men who may think the same, and the wasteful use of a quart of oil and pound of dope to start the fire in the caboose stove amounts to considerable in the aggregate, and the company is the loser.

What then is the best plan to educate our train men in the proper use of supplies furnished them?

All supplies and material are usually drawn from the store department by requisitions filled out by the conductor. Is he required to get this requisition approved by the trainmaster or superintendent? If not, are you informed as to what supplies he is drawing? Without some kind of a check is put upon him he will order many things that are not actually needed or necessary.

Several years ago the Rock Island adopted a system having for its object the curtailing of expense in this line by creating a sort of rivalry among the station and trainmen as to who could get along with the least supplies, and at the same time perform the required service.

All requisitions for supplies must be made out by the man under whose supervision they are to be used, and are sent to the superintendent, who must approve them before the storekeeper will fill the order.

Station agents make their requisitions but once each month, and are expected to draw supplies to last them until the next month's order is made. Trainmen order their supplies as they are needed. No loose oil or waste is furnished trainmen with which to make dope. The store department and carmen at division stations remote from the storehouse mix the oil and waste for packing boxes, and it is issued to trainmen in buckets ready for use.

When cabooses are put in service they are first sent to the storehouse and fully equipped with what we term permanent equipment, such as frogs, camel backs, switch ropes, chains, jacks, packing hook, oil cans, dope buckets, tray, lanterns, brasses, mattresses, cushions, chairs, cuspadors, axe, wrench, chisel, hammer, saw, etc. The supplies which are drawn by the conductor are wicks, oil for lamps, signal flags, torpedoes, fuses, matches, links, pins, etc.

At the end of each month a statement is made by the storekeeper showing what articles are drawn by each station, caboose, yardmaster and passenger conductor, together with the cost. This statement is sent to the superintendent, who compiles a

statement showing the total cost of supplies furnished each person, and a copy of this is mailed to each agent, conductor and yardmaster. This shows each employee what he himself has done and what others are doing, and also shows the total cost of supplies used on the division.

This practice has, without doubt, stimulated the men and each one is trying to do a little better than his neighbor. Superintendents are frequently in receipt of letters from the men asking for an itemized statement of supplies drawn by them, as they think errors have been made in their accounts and they have been charged with supplies that they have not drawn. This shows that they take an interest in these monthly statements.

It was a question whether grain doors and car seals should be charged up as station supplies. For a time the cost of these was deducted from the total cost, but afterward it was decided to include them in the statement, the amount used depending on the amount of business done at the station, although economy can be exercised in their use.

Old material which can be utilized or has any value is carefully saved and turned into the store department, and credit is given in the monthly statement to the person who turns in the same. Broken and worn-out brasses are valuable, and the trainmen are given credit for all they turn in. Old lantern frames and switch lights are often repaired at small cost and reissued at secondhand prices.

It is believed that showing each employee the cost of supplies used exercises an influence which brings the expense in that department down to a minimum.

Mr. Welch: I would like to ask, Mr. Blair, if your conductors report the number of hot boxes they have.

Mr. Blair: Yes, sir, they report every hot box.

Mr. Mulhern: Mr. President, I would like to ask Mr. Miller what the practice is on the K. C. F. S. & M.

Mr. Miller: It is very similar to the Rock Island, but it does not go as far. We have a blank giving a statement of the

permanent supplies of a caboose. The cabooses are supposed to be checked by the trainmaster every three months to see what they have and what they have not. Oil, lanterns, etc., are drawn by requisitions through the superintendent's office.

Mr. Blair: How often do conductors report the supplies on hand?

Mr. Miller: They don't report them. We get that when the check is made.

President: I will say for the Missouri Pacific that we have conductors make a report monthly, showing the articles on hand at first of month, received during month, and on hand at close of month. This includes permanent equipment as well as supplies.

Mr. Welch: We use a requisition blank, drawn on the general storekeeper, for all supplies for agents, trainmen, etc. The general storekeeper, or his assistants, look after the supplies of stations and check all stations about once a month. Trainmasters are instructed to go through all cabooses about once a month, and if any supplies are found in cabooses more than allowed, they are taken out and turned over to the general storekeeper. There is a statement issued monthly, showing the total amount that has been used on the different divisions and in the different departments.

Mr. Blair: Our company has started a man out from Chicago to go over the entire system, and every caboose, roundhouse and station are checked, and if any surplus supplies are found they are sent in and credit given.

Mr. Laughlin: Our conductors make a monthly report of all supplies that are received during the month and the amount on hand at the end of the month. That has to balance with the requisitions. All old, worn-out material is exchanged for new and credit given in that way, both by conductors and agents. Our trainmen are all charged up with coach, switch and caboose keys, and when a man takes his time they are returned and he is credited with them.

Mr. Miller: I would like to ask the Rock Island how much packing they furnish each caboose.

Mr. Blair: It is all in three-gallon buckets. They are given one bucket, and if they go into a terminal and are out of dope they can draw a supply by getting a requisition through the yardmaster or trainmaster.

Mr. Miller: Are they only allowed to carry one bucket?

Mr. Blair: Yes, sir, that is all they are supposed to have.

Mr. Miller: We allow them to carry three two-gallon buckets full.

Mr. Stevenson: We carry four gallons of prepared dope, and we give them loose oil on the fast trains. We have found it more satisfactory.

On motion a vote of thanks was tendered Mr. Stillwell for this very able paper, and the same was ordered spread upon the minutes.

On motion the topics for discussion, as printed in the February minutes, were ordered laid over until the next meeting.

President: Is there any further business?

Mr. Laughlin: I would like to ask if the different roads have experienced any trouble in receiving cars from belt lines or industries partly loaded with refuse, and having to clean the cars out before you can use them.

Mr. Blair: We have had several instances where cars have come from "short houses," such as implement houses, sometimes loaded with two or three wagonloads of dirt. We get them cleaned out for ten cents a car. We have in some cases set them back and refused to receive them until they were cleaned, but it costs more than to clean them.

Mr. Isitt: We have this trouble all the time. Our dump car at the warehouse is largely filled with refuse from "short house" cars. Some years ago the Superintendents' Association took action on this matter, and instructions were issued to switchmen not to take out any cars from private warehouses that had this refuse in. For a little while it worked all right, but they worked some sort of scheme to get the switchmen to take them out.

Mr. Starr: We have had more or less trouble of this kind,

but not very much recently. We, in most cases, take our medicine. If one is set to our platform to be loaded with merchandise, it is cleaned out by a man whose duty it is to clean all cars which come to the platforms. We have a refuse car, and when it is loaded it is taken to Argentine to be cleaned. If there is a great deal of refuse in a car we let it go to our cleaning tracks and the sectionmen clean it.

Mr. Fish: We have some of it, but, as Mr. Starr says, we take our medicine.

Mr. Welch: We have some trouble on this account, but not a great deal. We haven't found any place to get cars cleaned for ten cents though.

There being no further business, on motion the meeting adjourned until April 13, 1898.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.



APRIL.



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1898.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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W. G. BESLER.....1st Vice-Prest.
H. S. MITCHEL.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

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T. F. WHITTELSEY, Chairman.
W. G. BESLER. R. B. TURNER. D. S. SUTHERLAND-
H. S. MITCHEL. F. L. TOMPKINS. J. W. RILEY.

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C. E. CARSON.....	"	Kansas City "
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G. B. STAATS.....	"	Indianapolis "
J. D. BERRY..	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
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B. H. GARRIGUES....	"	Kansas City "
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G. B. STAATS.....	"	Indianapolis "
J. D. BERRY.....	"	Columbus "
WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON....	"	St. Louis "
.....	"	Kansas City "

CINCINNATI DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, April 12, 1898.**

Meeting called to order at 11:10 a. m., with President Lewis
in the chair.

The following lines were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.....	Supt.
“ “	MR. C. C. RILEY	Supt. C. S.
C. C. C. & St. L. Ry....	MR. F. M. LAWLER.....	D. M. M.
“ “	MR. MASON RICKETS.....	D. M. M.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
“ “	MR. G. H. WALDO.....	Supt. C. S.
C. N. O. & T. P. Ry....	MR. J. P. MCCUEN.....	Supt. M. P.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“	MR. W. T. SMITH	A. M. M.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
“	MR. PULASKI LEEDS.....	Supt. Mchy.
P. C. C. & St. L. Ry....	MR. GEO. B. FRAVEL.....	R'd F. of E.

VISITORS: Mr. J. M. Arnold, Agent, C. N. O. & T. P.
Ry.; Mr. W. P. Orland, D. M. M., C. C. C. & St. L. Ry.

Reading of the minutes of the previous meeting was dis-
pensed with.

Report of Special Committee on Switch Cars.

Secretary read report of Special Committee on this subject, as follows:

Your Committee recommends the following:

Rule 1. Freight cars which are delivered by one road to another to be switched to industries inside the switching limits of Cincinnati, and which are known as "switch cars," should be returned to the road originally delivering the cars, except as herein stated.

(A) Where the cars are owned or operated by the switching road, or to a system of which it is a part, such cars need not be returned to the delivering road.

(B) Where the cars are owned or operated by any road having its own line into Cincinnati such cars may be returned to owners direct or to delivering road at option of switching line.

Rule 2. Cars belonging to roads not terminating at Cincinnati must be carded by the line delivering the cars under load for return to that line or for delivery to the road which is proper home route. For this purpose the "standard cards," as adopted at Cincinnati, should be used.

Rule 3. It is hereby expressly understood and agreed that all lines members of this Association shall not permit a loaded car delivered for switching inside of switching limits to be re-consigned or forwarded to a point on any line except the delivering road, unless by permission of said delivering line.

Rule 4. Empty cars other than switch cars belonging to roads members of this Association whose lines terminate at Cincinnati shall be delivered direct to owners, except when other arrangements are made between the lines interested.

The initials of the cars shall be proof of ownership.

Respectfully submitted,

J. R. CAVANAGH,

G. H. WALDO,

C. C. RILEY,

Committee.

It was moved and carried "that action on this matter be postponed until the next regular meeting."

Report of Special Committee on Subjects.

Secretary read the following communication from the Chairman of this Committee:

Indianapolis, Indiana, March 26, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: The Committee on Subjects suggest the paper be prepared for the Annual Meeting by Mr. Pulaski Leeds on the following subject: "Does the present style of vertical-plane coupler meet all requirements; has it come to stay?" We think he is the very best-posted man on the subject and can give us a paper worth the hearing.

For another subject we have selected the following: "Handling freight through terminals," and think Mr. Galloway would be the person to do it justice. Either of these topics would be an excellent one for the Annual Meeting.

Yours truly,

(Signed) G. W. BENDER,
Chairman.

It was moved and carried "that the subject for a paper to be presented at the next Annual Meeting entitled 'Does the present style of vertical-plane coupler meet all requirements; has it come to stay?' be selected, and that Mr. Leeds be chosen to write such a paper."

It was further moved and carried "that the subject of 'Handling freight through terminals' be selected for a paper to be presented to this Division, to be prepared by the President, who shall have authority to select two assistants."

Switched Cars Containing Rubbish.

The Secretary read the following communication :

Cincinnati, Ohio, April 12, 1898.

Mr. O. G. Fetter,
Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held Tuesday, April 12, 1898, correspondence was presented relative to cleaning switched cars containing rubbish, and it was moved and carried "that the matter be referred to the Central Association of Railroad Officers, Cincinnati Division, for action."

Yours truly,

(Signed) O. G. FETTER,
Secretary.

The Secretary stated further that this matter referred to resolution of the Central Association adopted at its meeting of November 9, 1897, as follows:

Resolved, That this Committee (Standing Committee on Joint Car Inspection) recommend to the Central Association of Railroad Officers, Cincinnati Division, that the delivering line should clean all cars containing rubbish before delivery is made to connecting line, with the exception of stock cars containing bedding.

After discussion it was moved and carried that this resolution be amended so as to read:

Resolved, That the delivering line should clean all cars containing rubbish before delivery is made to connecting line, with the exception of stock cars containing bedding and switched cars with rubbish incident to their lading when delivered.

Adopted.

The Secretary read letter from Mr. C. E. Lindsay, formerly E. M. W., P. C. C. & St. L. Ry., presenting resignation and suggesting the election of Mr. T. B. Hamilton in his stead.

It was moved and carried "that the resignation of Mr. C. E. Lindsay be accepted with regret."

It was further moved and carried "that Mr. T. B. Hamilton be unanimously elected a member of this Division."

On motion meeting adjourned at 11:55 a. m.

GEO. W. LEWIS,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, April 4, 1898.**

President Bickell called the meeting to order with the following lines represented:

C. C. C. & St. L.	G. W. BENDER.....	Superintendent.
“ “	C. S. RHODES	Supt. Tel.
L. E. & W.....	H. F. BICKELL	Asst. Gen. Supt.
“	M. P. DENISTON.....	Trainmaster.
“	I. W. KURTZ.....	D. M. M.
C. H. & D.....	A. GALLOWAY.....	Superintendent.
I. U. Ry.....	A. A. ZION.....	Superintendent.
P. C. C. & St. L.....	J. S. MAY.....	Superintendent.
“ “	W. SWANSTON.....	Master Mechanic.
C. I. & L. Ry.....	A. J. O'REILLY.....	Gen'l Agent.
“ “	F. M. QUIMBY.....	Trainmaster.
I. & V. R. R.....	*M. W. MANSFIELD..	Superintendent.

* Represented by G. B. Staats.

The minutes of the last meeting were approved as printed.

Unfinished Business.

Uniform Time for Closing Freight Houses at Indianapolis.

The Secretary submitted the letter ballot in accordance with action taken at the March meeting, at which time the following resolution was offered:

Resolved, That all freight houses in Indianapolis be closed at 5 p. m. during the week, excepting Saturdays, on which days they will be closed at 4 p. m. The Secretary to take a letter ballot and report at the next meeting.

The vote was as follows:

Affirmative: 1. C. H. & D. R. R.

2. I. D. & W. Ry.

3. L. E. & W. Ry.

4. P. C. C. & St. L. Ry.

5. Vandalia.

6. Monon.

Negative: 1. C. C. C. & St. L. Ry.

Thereupon Mr. Bender changed the vote of the C. C. C. & St. L. Ry. to the affirmative and moved that vote be made unanimous.

Motion seconded and adopted.

Handling Freight Trains Partially Equipped with Air.

The Secretary reported that replies had been received from all lines excepting the P. C. C. & St. L., giving in brief the present practice of handling freight trains partially equipped with air.

On request the Secretary read the several replies. After making comments and further explaining some of the details as to the practice on the different roads, the Secretary was directed to forward all papers to Mr. O. E. Raidy, Trainmaster on the Vandalia, for his information and use in connection with his paper on this subject for the Annual Meeting.

Annual Meeting—Committee Reports.

Mr. Darlington advising the President that he could not serve on the Committee of Arrangements, requested to be released. The President made Mr. O'Reilly Chairman of the Committee and appointed the Secretary to fill the vacancy. On motion the Committee was given until the next meeting to make report.

It was decided that visiting members attending the Annual Meeting would not wear badges.

Mr. Zion, Chairman of Committee on Entertainment, stated that little progress had been made owing to the March floods, and requested further time, which was granted.

Car Foremen and Inspectors' Association.

Abstracts from minutes of meeting held March 16, 1898:

"Mr. Erzinger asked for the opinion of the members in a case where refrigerator car was damaged by freight agents; the doors to these cars, fitting tightly, were often pried open with sledge hammers. Mr. Erzinger gave as his opinion that the owner of the car was responsible for the damage on account of making the door so bad that it could not be opened.

"Some of the other members stated that the doors were probably all right at first, but dampness and the weather would often swell them. Of course, should the freight man maliciously damage a car, their company would be responsible.

"Mr. Erzinger: I would like to take a vote on that, and I put it in the form of a motion that it be the sense of the meeting that the owners of cars which are equipped with doors improperly made be held responsible for damages in prying the doors open.

"Motion seconded and carried.

"Mr. Bradway: I have been requested to bring up Sec. 30 of Rule 3, in regard to proper length of draw-bars.

"After discussion of this matter by the members it was the decision of the meeting that the rules provided these draw-bars must not be more than one and one half inches longer than the standard.

"Mr. Fisher brought up a case of a car sent to them by Ingan & Co., to be delivered to the Car Works. This car was 35 $\frac{3}{4}$ inches high at one end and 35 $\frac{1}{2}$ inches at the other, while the standard height is 34 high and 31 $\frac{1}{2}$ inches low. It was decided that the proper course would be to return this car.

"Mr. Fultz mentioned a case of a car which was equipped with improper brake rigging. Our foreman asked the delivering road for defect card for wrong repairs, and they refused to give defect card; that they did not make the repairs.

"The Chair: I think this matter is covered by the Arbitration Committee that in the absence of wrong repair card the delivering road is responsible for wrong repairs.

"The opinion of the members present on this subject differed, some contending that the receiving road should accept the car, and others that the delivering road would be responsible if Belt trackage should the car be returned."

Steam Heat—Duties of Inspectors.

Paper read by Mr. A. H. Weise, Foreman of Car Inspectors, C. C. & St. L. Ry.

The principle of the return steam heating system is the supplying of steam from the locomotive throughout the train, and the returning of the water of condensation to the locomotive tender. This is accomplished by means of two lines of pipe made continuous throughout the train by flexible connections between the cars. The steam is distributed by means of radiating pipes in each car, and the return of the water of condensation to the tender is obtained by means of a vacuum pump located on the latter. The distribution of the steam and the return of the water of condensation are controlled by means of cocks located under the floor of each car.

The principle of the direct steam heating system is the supplying of steam from the locomotive throughout the train, the water of condensation passing to the track by means of automatic drains or drain cocks located under the floor of each car. This is accomplished by means of one line of pipe made continuous throughout the train by flexible connections between the cars.

BAKER CAR-HEATER SYSTEM.

The principle of the operation of using steam instead of fire to heat the water in a Baker Heater System is as follows: Sections of circulating pipe under the car are cased or jacketed at different points. Steam from the main steam-pipe under the car is admitted to the jacket in sufficient quantity to heat the water in the circulating pipes, and thereby establish and maintain the circulation.

The principle of the Baker Heater System is the circulation of heated water through the pipes in the car. The system of piping, including generating coil, the pipes rising to and descending from the expansion drum, and the expansion drum to half its height, is filled with salt water. Upon steam being applied or fire being built in the stove, the water in the generating coil becomes heated and the circulation is established by the hot water rising into the expansion drum and descending again from the latter to the circulating pipe distributed around the car, through which it returns again to the generating coil.

DUTIES OF INSPECTORS.

Inspectors whose duties are connected with the operation or maintenance of the heating systems herein described must have a thorough knowledge of the same. They must be thoroughly familiar with the different systems so they can make the changes from one system to another if it should be necessary to do so. They must have on hand for immediate use a supply

hose couplings, levers for turning cocks and parts to replace defective parts. They must have on hand combined coupling for the different kinds in use for use of special and foreign cars. The couplings now in use are the "Gould," the "Gibbs," the "Sewell" and the P. R. R. return couplings. Inspectors must be at the front end of trains when the locomotive is coupled on to connect the steam coupling and request the engineman to turn the steam on. They must go back along the train and see that the couplings are tight, and they must go through the train to see that the cocks and valves are properly set, that steam is passing through all of the cars, and, if possible, have the proper temperature attained before passengers are admitted. They must notify the conductor what system is being used and the number of pounds of steam the engineman was requested to supply.

For the return system of steam heating the three-way cocks must point to the aisle in all cars except in the last one using steam heat, where they should point toward the locomotive. The four-way cocks must point toward the locomotive and the drain cocks must be set on return. The hose must be coupled upon both lines of pipe from the locomotive throughout the train.

For the drop system of steam heating the three-way cocks must point just the same as for the return system, except those on the right-hand side of the train when facing the locomotive from the first and last cars heated, those in the first car to point toward rear of train, and those in last car to point to the aisle. The four-way cock must point toward the locomotive, and the drain cock must be set on return, the same as for the return system of heating. The hose must be coupled upon the left-hand side when facing the locomotive throughout the train, and on the right-hand side between the first and last cars heated. The hose between the first car heated and the locomotive must be uncoupled and hung up by the appliances provided for that purpose.

For the direct system of steam heating the three-way cock must point toward the aisle, except in the last car heated, in which car it must point toward the locomotive. The four-way cock must point toward the locomotive, and the drain cock must be set on direct. The hose must be coupled upon the left-hand side of the train when facing the locomotive, and the hose on the right-hand side of the train must be uncoupled and hung up by the appliances provided for that purpose.

To heat a train properly and maintain an even temperature throughout, the regulating valves must be open only sufficiently to maintain the required temperature. The valves in the forward part of the train should be well throttled down, so as to obtain as nearly as possible a uniform pressure in the whole length of the train pipe, in order to get the steam to the rear car in the train. If this practice is fully carried out it will be possible to maintain an even temperature throughout the train.

When cold trains are to be heated at terminals, either from the locomotive or from a heating plant, it should be done as follows: Couple the hose on the steam side between all of the cars in the train, then couple up between the locomotive or heating plant, turn on the steam and allow it to pass through the train pipe and escape through the rear end until steam blows out at the rear. The three-way cock in the rear car should then be set in its proper position. Let steam pass through the heating system until it escapes freely at drain on each car, then set to return position and allow steam to pass into return pipes, after which couple up the hose on the return side and know that the pump is working. To know that the pump is working, open the three-way cock on the return side in the rear car, place your hand over the pipe in the rear and if vacuum is felt the pump is working. The three-way cock on return side in rear car should then be set in its proper position. When cars are out of service set the drain valve to drain and leave it there. When cars stand in cold weather, as soon as they are drained set the three-way cocks and four-way cocks for the

next trip. This must be done, as the valves, when frozen, are very hard to move. No attempt should be made to turn them until they are warm. Should it become necessary, on account of the steam side being frozen, to use the return side for the steam side, a cross-over pipe must be used to connect the steam side of the locomotive to the return side of the train. When this is done the levers operating the four-way cocks must point toward the rear end of the train instead of toward the locomotive. The drip cocks should be set for straight steam, and the three-way cocks must remain as before under the car with the steam side frozen.

In case it becomes necessary to attach a foreign or special car with only one line of train pipe to a train using the return system, it should be placed at the rear and steam admitted through the single pipe, the remainder of the train to use the return system. In this case it will be necessary to notify the engineman to carry a higher steam pressure than if the whole train was using the return system. In case it becomes necessary to attach a car equipped with the return system of steam heat to a train with one line of train pipe, it should also be placed on the rear and steam admitted through the steam side, the four-way cock must point toward the locomotive and the drain cock set on direct. The hose on the opposite side must be hung up by the appliances provided for that purpose. It is not necessary to use a higher steam pressure than is used on the whole train using the direct system.

This concluding the business on hand the meeting adjourned.

H. F. BICKELL,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 2, Union Passenger Station,
April 13, 1898.

Meeting called to order at 1:30 p. m., by President Ferris.

The following lines were represented:

C. H. V. & T. Ry.....	MR. WM. MICHEL.
“	MR. T. R. LIMER.
“	MR. M. S. CONNORS.
Z. & O. R. Ry.....	MR. J. S. GILLESPIE.
B. & O. S-W. Ry.....	MR. W. H. BRIMSON.
B. & O. R. R.....	MR. J. M. HOST.
C. H. & D. Ry.....	MR. J. A. GORDON.
N. & W. Ry.	MR. J. W. CAMPBELL.
T. & O. C. Ry.....	MR. J. C. BLACKWOOD.
“	MR. H. C. FERRIS.
P. C. C. & St. L. Ry.	MR. A. E. WATERS.
“	MR. E. MORRELL.
C. S. & H. Ry.....	MR. W. B. BLANTON.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH.

Unfinished Business.

On motion of Mr. Brimson, seconded by Mr. Host, the Committee appointed to investigate and report on the matter of collecting car service charges through the Superintendent of Car Service was granted further time in which to report.

Mr. Connors moved that the request contained in letter from Mr. T. F. Butler, Chairman Executive Committee on Joint Car Inspection, under date of March 14, 1898 (and incorporated in the minutes of the March meeting), "that inspectors at interchange points be given sufficient time to make a thorough inspection of cars before being taken away by switching crew, and, in order to relieve the Chief Joint Inspector of as much clerical work as possible, that all inquiries in connection with the interchange of cars be addressed to the Master Mechanic or other party in charge of the Mechanical Department" be complied with, and that the officers of the roads in interest handle it as an individual matter. Seconded by Mr. Blackwood. Carried.

Reading of Correspondence.

Newark, Ohio, April 5, 1898.

Mr. H. C. Ferris,
President Central Ass'n R. R. Officers,
Columbus, Ohio.

Dear Sir: Your favor of April 2, appointing me to prepare a paper for the Columbus Division at the Annual Meeting in Indianapolis, received, and I shall be glad to use my best efforts in the direction desired. Thanking you for the honor conferred, I am,

Yours respectfully,
(Signed) J. H. GLOVER.

Secretary read the following circular letter from Mr. J. R. Cavanagh, Superintendent Car Service C. C. C. & St. L. Ry.:

Indianapolis, Indiana, 3-26-'98.

Gentlemen: I desire to call your attention to circular No. 27 of the Michigan Car Service Association of March 18th, relative to enforcing the 48-hour limit on all coal handled on switching movement; that is, for instance, where a longer period than 48 hours is allowed for storage or unloading coal, it will not be applied to cars handled in switching service. Thus, if the L. E. & W. deliver the Big Four a car at Indianapolis

loaded with coal for unloading, but 48 hours will be allowed free time on Big Four tracks, after which demurrage will commence to accrue. Will you kindly advise me if the same rule is in effect at all stations in your territory, and if not, why?

Yours truly,

(Signed) J. R. CAVANAGH,
Supt. of Car Service.

Secretary: I wrote Mr. Cavanagh that all coal consigned to any station embraced within the territory of the Columbus Car Service Association is allowed four days for unloading from the arrival at the destination of car, regardless of whether cars are switched to connecting lines or not. This was authorized at the inauguration of this Association and is still in effect. Mr. Cavanagh then wrote me, saying that a good rule would be, to allow 72 hours on coal and coke on storage tracks, all car service to accrue at the expiration of 72 hours; then after car is placed for unloading or delivery to another road, no more storage be allowed and car service commence to accrue 48 hours after placing or delivery. I then advised Mr. Cavanagh that I would place the matter before the Columbus Association and advise him of their decision.

Mr. Connors: I move that the communication from the C. C. & St. L. Ry. be laid over until a representative of that company is present to discuss it.

Seconded by Mr. Brimson. Carried.

Minutes of the Executive Committee on Joint Inspection, Columbus Association of Car Foremen and Yardmasters' Association read and approved.

Mr. Limer: I would like to know if all railroads centering in Columbus are working under the new rules of interchange, as outlined by the M. C. B. Foreign cars come to us in defective condition and are marked to be returned to the delivering road when empty. Under the new rules of interchange, if those cars are carded for defects, instead of going to the expense of switching them we can return to the owners direct. As it is,

we must return to the delivering road. I think it would be well to find out from the Master Mechanics' Association if all roads are living up to these rules.

On motion of Mr. Limer, seconded by Mr. Blackwood, Secretary was instructed to refer the matter to the Master Mechanics' Association.

Mr. Connors: I move that the next regular meeting of this Association be held at 9:00 a. m. on the morning of May 17 and adjourn at 10:00 a. m. to welcome to the city the representatives of the National Association of Car Service Managers.

Seconded by Mr. Brimson. Carried.

Mr. Brimson: I move that a committee of five, with Mr. Connors as Chairman, be appointed to cooperate with the Columbus Superintendent of Car Service in entertaining the members of the National Association of Car Service Managers.

Seconded by Mr. Blanton. Carried. President appointed Messrs. Connors, Waters, Ferris, Host and English.

Mr. Limer: I move that the question of expense that may be attached to the entertainment be left with the Committee and that it be divided on the same basis as all other car service accounts.

Seconded by Mr. Blackwood. Carried.

Bill of the Central Association of Railroad Officers, amount \$7.10, was ordered paid.

On motion of Mr. Host, seconded by Mr. Connors, meeting adjourned at 3:00 p. m.

H. C. FERRIS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo Division, held Monday, April 11, 1898.

Meeting called to order at 1:30 p. m. by President Mills.

The following lines were represented:

Ann Arbor R. R.	MR. M. D. FOHEY	Trainmaster.
C. H. & D. Ry.	MR. S. B. FLOETER	Supt.
“	MR. C. H. CORY	S. M. P. & M.
“	MR. W. C. SHOEMAKER	Ass't Supt.
C. H. V. & T. Ry.	MR. M. S. CONNORS	Supt.
D. T. & M. R. R.	MR. N. K. ELLIOTT	Supt.
F. & P. M. R. R.	MR. W. D. TRUMP	Gen'l Supt.
“	MR. T. J. HATSWELL	M. M.
L. S. & M. S. Ry.	MR. A. H. SMITH	Supt.
M. C. R. R.	MR. D. S. SUTHERLAND	Supt.
“	MR. G. W. COMSTOCK	Ass't Supt.
Penna. Co.	MR. J. B. MCKIM	Trainmaster.
T. & O. C. Ry.	MR. T. F. WHITTELSEY	Gen'l Supt.
T. St. L. & K. C. R. R.	MR. A. L. MILLS	Gen'l Supt.
Wabash R. R.	MR. E. A. GOULD	Supt.
W. & L. E. Ry.	MR. F. J. STOUT	Supt.

The reading of the minutes of the previous meeting was dispensed with.

Interchange Inspection—Report of Standing Committee.

The Committee reported that at meeting held March 19 organization was perfected and Mr. T. J. Hatswell elected Chairman.

The Chairman reported that the Committee had appointed Mr. E. C. Palmer, Chief Interchange Inspector, and Mr. W. J. Stoll, Assistant.

The following report of the Chief Interchange Inspector was submitted:

Report for March 1898.

Defect cards issued	545
Cars passed on notation	196
Cards issued for partial transfers to repair drafts and centers, 85	
Transfer orders issued account overloads.....	3
Condition of cars.....	37
Dimensions of cars and lading.....	6
Reloading orders account shifted lading.....	7

Mr. Hatswell: The report of the Chief Inspector, I think, is a remarkably good showing for the number of cars passing Toledo, and am pleased to state that everything is working satisfactorily.

The Chairman submitted a detailed report of defective cars received from connections during the month of March, and explained that a similar report for each month would be placed on file with the Secretary.

On motion of Mr. Whittelsey, seconded by Mr. Trump, the report of the Committee was adopted.

Reincorporating (old) Rule No. 4 in Standing Resolutions.

The Secretary read the rules, as follows:

“When any road delivers a string of cars to be switched by another road, all cars for each road and each private delivery should be put together, but if, after making delivery, another

string of cars is switched for the same road, and when delivering them it is found that the previous delivery has not been taken away, it is not the duty of the delivering road to undertake to switch together or group the cars of the two deliveries."

Mr. Fohey: I move that it be reincorporated in the new rules.

Seconded by Mr. Trump.

The question was freely and fully discussed, and the consensus of opinion was that the matter was one of agreement between roads at interest, and considerable opposition developed to reincorporating the old rule.

Mr. Whittelsey offered the following:

Resolved, That it is the sense of this Association that in the delivery of cars to be handled by a switching road that they be grouped.

Seconded by Mr. Connors and carried.

It was explained that this fixed the standard of practice, while at same time was not binding on anyone.

Staking and Blocking of Forest Products.

Mr. Floeter: This subject was brought up by the southern roads, and I understand was discussed at meeting of the Cincinnati Division.

Mr. Cory, who was at the Cincinnati meeting, can say what action was decided on.

Mr. Cory: The matter came up at a special meeting of the Cincinnati Division and it was decided that they could not take any action, but a Committee was appointed to bring the matter before the Master Car Builders' Association in June, with a view to having the rules modified, and, if possible, put in effect the first month following.

On motion the question was laid over until after action was taken by the Master Car Builders' Association.

Messenger Service.

The Secretary read the following communications relative to extending the messenger service to take in the general offices:

Pennsylvania Company.

Toledo, Ohio, March 3, 1898.

Mr. W. H. Potter,
Supt. Pennsylvania Co.,
Toledo, Ohio.

Dear Sir: The mail service between the various general offices at Toledo through the Car Service Office is and has been for some time very poor and unsatisfactory. I understand that at the next meeting of the Superintendents a proposition will be considered to put on a messenger boy who will make hourly trips between all the general offices in the city, carrying the mail to and from said offices. At present we are handling the mail from our office to the offices of those in buildings adjacent by one of our clerks in this office, who twice daily makes a trip to these offices, but of course we do not receive any mail from them, and I hope when this proposition is submitted you can see your way clear to vote for the same and endeavor, if possible, to carry it through.

Yours truly,

(Signed) J. M. STEENBERG,
Division Freight Agent.

Pennsylvania Company.

Toledo, Ohio, April 4, 1898.

Mr. William Grogan,
Secretary Central Ass'n R. R. Officers,
Toledo, Ohio.

Dear Sir: I herewith enclose a letter from Mr. J. M. Steenberg, our Division Freight Agent, dated March 3, numbered 13074, regarding mail service between various general offices at Toledo through the Car Service Office, claiming that the mes-

senger service is very unsatisfactory, and that arrangements should be made for an improvement.

Will you kindly bring up the matter at the next meeting of the Association?

Yours truly,

(Signed) W. H. POTTER,
Superintendent.

Mr. Sutherland: I move that the messenger service be extended to take in the general offices.

Seconded by Mr. Trump and carried.

Notice of Amendment or Changes in Car Service Rules.

Mr. Gould offered the following resolution, which was adopted by a unanimous vote:

Resolved, That in future, resolutions affecting the interpretation, application or reading of rules in the Toledo Car Service Association must lie over thirty days, or until next regular meeting after being introduced.

Report of Standing Committee on Car Service.

Mr. Smith, Chairman, reported that a meeting was held with Mr. Backus, of the Manufacturers' R. R., and he agreed to put that road under car service regulations, complete and entirely, commencing April 18, and to become a member and bear his proportion of the expenses of the Association.

On motion of Mr. Connors the report of the Committee was adopted.

Furnishing Grain Doors for Cars Transferred on Order of the Chief Interchange Inspector.

Mr. Connors asked for an expression of opinion on the following proposition:

A connecting line delivers a car that is rejected by the Chief Interchange Inspector and a transfer order issued. The car in

question is loaded with grain, and the grain doors in the car that was received are in such condition that they can not be used in the car to which grain is to be transferred. Should the receiving line be held responsible for the cost of the doors or should the delivering line?

After considerable discussion the Chair stated the majority opinion was that the grain doors were a part of the equipment of the car, also that in fixing the schedule of prices for transferring cars on the order of the Chief Interchange Inspector it was intended that one hand should wash the other and the receiving road should furnish grain doors without regard to cost, and gave his individual opinion that if it worked a hardship the matter should be brought to the Association for adjustment.

Resignation of Mr. A. L. Mills.

Mr. Mills: As perhaps many of you know, before the next meeting I shall have retired from railroad service, for a while at least, and I therefore tender my resignation as President of the Toledo Division.

In doing so I wish to thank the members for the kind and considerate treatment which I have uniformly received. I leave you with regrets.

Mr. Stout, Vice-President, called to the Chair.

Mr. Whittelsey: It appears that the kaleidoscope has taken another turn, as it is continually doing, and we are about to lose a member who has been with us constantly for a number of years. He has been very prominent on Committees and the reports that have come from Committees of which he has been Chairman have been beyond criticism. He has also been, as presiding officer, impartial in his rulings and very direct in his decisions, and his leaving us deserves more than ordinary action. I think the brother is to be congratulated on his career as a railroad officer; it has not only been a successful one as an officer to the company, but he has received the support and love of subordinates.

He is to be congratulated that he is to be emancipated from the thralldom of the railroad office, and I think the Association is to be commiserated that it is to lose such a valuable member and kind friend.

I would like to have action taken showing our appreciation of his worth, and move that he be enrolled as an honorary member of this Division, and we shall always be glad to have him at any of our meetings that he can attend.

Seconded by Mr. Connors and carried by a unanimous vote.

Car Service.

The matter of suggested changes in the rules of the Toledo Car Service Association was laid over until the May meeting.

Auditors Debiting Agents with all Accrued Car Service Charges.

The following report of the Executive Committee was adopted:

It is recommended that all roads request their Auditors to charge their local agents with all car service that accrues at their respective stations, and that such charges stand unless collected or relief is given through the Manager of this Association.

On motion adjourned to meet Monday, May 9, 1898.

A. L. MILLS,
President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

**Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, April 12, 1898.**

Meeting convened at 10:30 a. m.

President Starbuck in the chair.

The following lines were represented:

Roads.

Representatives.

P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen. Supt.
“ “	W. E. BELL.....	Ass't Supt.
C. P. & St. L. R. R...C. MILLIARD.....	Superintendent.	
“ “	D. C. FREDERICK.....	Supt. Car. Ser.
C. C. & St. L. Ry. J. W. RILEY.....	Superintendent.	
L. E. & W. Ry.....	H. F. BICKELL.....	Ass't Gen'l Supt.
“ “	H. A. BOOMER.....	Superintendent.
C. R. I. & P. Ry.....	C. L. NICHOLS.....	Superintendent.
R. I. & P. Ry.....	H. P. GREENOUGH....	Superintendent.
P. D. & E. Ry.....	R. B. STARBUCK.....	Gen'l Supt.
C. B. & Q. R. R.....	W. B. THROOP.....	Superintendent.

VISITORS: Mr. J. W. Higgins, Supt. Illinois Central; C.
L. Short, Trainmaster A. T. & S. F.

The proceedings of the March meeting were read and approved.

President: Our first matter on the call is assigning a topic and writer for paper for the annual meeting. Mr. Tompkins and paper has not been presented; we might put this duty upon him.

Mr. Throop: I move Mr. Tompkins be selected to write the paper.

Mr. Tompkins: I must say that I should like to be excused.

Mr. Throop: I presume that same sentiment exists in the breasts of everyone here. We would all like to be excused.

Mr. Throop's motion was seconded and carried.

Mr. Tompkins: My connection with railroad interests today is with a terminal company, and I do not think a paper I would get up would be of as much interest as one from some member connected with some individual road. The terminal here being different from other terminals, information regarding this property would be of no benefit to anyone else.

Mr. Riley: I think Mr. Tompkins has struck the key-note. Terminal management, or economical way of operating a terminal. We have a pretty good terminal here, and it is operated economically, and no one is better qualified to write a paper on the management and operation of a terminal than Mr. Tompkins. I think it is a good topic.

President: Our next item is "Long runs for passenger and freight engines." The Secretary has several replies.

Secretary: I sent the following letter to each of you and received a number of replies:

Peoria, Ill., March 18, 1898.

Dear Sir: Please note below copy of letter from President Starbuck, which is self-explanatory. You may reply to me on this question if you care to and I will arrange the replies in the nature of a symposium. Yours truly,

(Signed) A. J. ELLIOTT,
Secretary.

Mattoon, Ill., March 15, 1898.

Mr. A. J. Elliott,
Secretary Superintendents' Association,
Peoria, Illinois.

Dear Sir: Will you kindly communicate with the superintendents of the different lines and request them to consider as

matter for discussion at our next meeting the question of long runs for passenger and freight engines, asking them to kindly be prepared to state the maximum run for the two classes of engines now in effect; also what their experience and opinions may be in this connection, as to whether, all things considered, it is an advantageous thing to do. This is a question that is now being touched upon in railroad circles and I am quite anxious to get an early exchange of thought on the part of the superintendents.

Yours truly,

(Signed) R. B. STARBUCK,
Gen. Supt.

Chicago & Alton R. R. Co.

Bloomington, Ill., March 21, 1898.

Mr. A. J. Elliott,

Sec'y Central Ass'n of R. R. Officers,
Peoria, Ill.

Dear Sir: Answering your communication No. 1148-E, dated March 18, beg to advise this company is handling its engines on long-distance runs very satisfactorily. We have two passenger engines that double the road between Bloomington and East St. Louis daily, making 312 miles each. We have two passenger engines doubling the road between Slater and Roodhouse daily, making 312 miles each. We have three passenger engines doubling the road between Bloomington and Chicago daily, making 252 miles each. We have one passenger engine on the "Sunset Limited," which pulls that train between East St. Louis and Chicago and return of 285 miles.

We have experienced no trouble so far. We also have a passenger engine which is double-crewed and makes two round-trips between Roodhouse and East St. Louis, a distance of 280 miles per day, and each day in the week. These engines are all in fast service.

Yours truly,

(Signed) WILLIS E. GRAY.

The Peoria & Eastern Railway Company.

Indianapolis, March 19, 1898.

Mr. A. J. Elliott,

Sec'y Central Ass'n of R. R. Officers,
Peoria, Ill.

Dear Sir: Replying to your letter of the 18th inst., in reference to letter from President Starbuck as to question of long runs for passenger and freight engines.

The longest runs which our passenger engines make is 212 miles, our freight engines, 140 miles. We have been very successful and have had no trouble whatever with these rules.

Yours truly,

(Signed) J. W. RILEY.

Lake Erie & Western Railroad Co.

Indianapolis, Indiana, March 19, 1898.

Mr. A. J. Elliott,

Secretary Illinois Car Service Ass'n,
Peoria, Ill.

Dear Sir: Replying to your circular letter of the 18th inst. The longest runs we have for engines on our system is on the Northern Ohio Division, 165 miles. These engines are run on mixed trains, but we have no passenger service on that Division.

The maxim run for both freight and passenger engines on the Lake Erie & Western is 120 miles. We do, however, quite frequently, when necessary, run our passenger engines on main line over two districts (an entire Division) 204 and 210 miles, and so far have experienced no difficulty in doing so. On account of the location of our shops, however, we can not make this a practice.

I have not had much experience in the matter of long runs for engines, but where roads are properly equipped am inclined to the belief that it is an economical way to use power.

Yours truly,

(Signed) H. F. BICKELL,

Ass't Gen'l Supt.

Toledo, Peoria & Western Railway Co.

Peoria, Ill., March 25, 1898.

Mr. J. Elliott, Esq.,

Sec'y Superintendents' Association,
Peoria, Ill.

Dear Sir: See next attached letter from our Master Mechanic. I agree with him, and you may read this as my sentiments in the meeting if I am not there myself.

Yours truly,

(Signed) E. N. ARMSTRONG,
Gen. Supt.

Toledo, Peoria & Western Railway Co.

Peoria, Ill., March 24, 1898.

Mr. E. N. Armstrong,
Gen. Supt.

Dear Sir: I should say that if passenger trains are not too slow, nor so fast as to make enginemen nervous, but run at a moderate rate of speed, so that engines and men would be on duty in neighborhood of 7 or 8 hours in making 200 miles, it would be advantageous to so run them in place of in neighborhood of 100 miles run. With freight trains, if they could go at rate of 20 or 25 miles per hour, over run, I would be in favor of running them 150 miles or more. but when they have much station work, where it takes them 8 to 10, or even more, hours to go over a Division of about 100 miles, I do not think it pays to make runs longer.

Yours truly,

(Signed) B. WARREN,
Master Mechanic.

President: We would like to hear from Mr. Higgins.

Mr. Higgins: On our Chicago Division we have one passenger engine run 252 miles long. On our Freeport Division, 183 miles long, and on the Amboy Division, 162 miles long. These latter are local passenger trains making all stops. Our

longest freight engine run is on the Amboy Division, 162 miles. We went into this method of running engines July 18, last, and have experienced no trouble whatever. We are covering that distance with our through trains on an average of about 10 to 12 hours. We have in the neighborhood of 15 junctions or connections where considerable setting out and picking up is done. Prior to the change we had two short runs of 79 and 83 miles. We know the change has been to our interest, and have assurances from the men that they do not want to go back to short runs.

Mr. Greenough: Our runs are all short, 91 miles.

Mr. Throop: There is no question but that there is economy in long runs. If I had my way, and it was possible to do it, I would make a schedule fixing all freight runs at 200 miles. Division points govern the length of runs largely, and you can not have just what you want. We have one passenger engine run of 206 miles and back, making 412 miles daily.

We have our engines pooled and they make an average of 3,000 to 5,000 miles a month. We have three engines to two trains that go down and back and average over 7,000 miles per month.

Mr. Nichols: Our passenger engine runs are very much the same as Mr. Higgins' and Mr. Throop's. Our freight engines cover a division of 150 and 166 miles. We have passenger engines making 360 miles on certain runs, others, 220 miles; generally speaking, our passenger engines average 181 miles a day. Our freight engines are pooled and make about the same average as Mr. Throop's. It is the policy of our management to lengthen the runs of engines, also of passenger crews. We have two engines that make in the neighborhood of 6,000 miles per month.

Mr. Milliard: We are not able to make long runs except one passenger train from here to St. Louis, 197 miles without change of engines or engineers. Our Superintendent of Motive Power is agitating the subject of double-crewing his engines but what the result will be I do not know.

President: As to the P. D. & E., we consider that we are making practically 250-mile runs with our passenger engines. Mattoon is our central terminal. Engines double between Mattoon and Peoria and Mattoon and Evansville, and have their layover of a few hours at the extreme terminals. Our freight engines run about the same length as our passenger engines. From the character of our traffic and the location of our shops it is impossible to make any change without making the layovers for the men at the extreme terminals, and that would not be satisfactory to them. I take it that we are making nearly as long runs as the other roads.

Secretary: I have the following letter:

Peoria & Pekin Union Railway Co.

Peoria, Ill., April 9, 1898.

To the Peoria Superintendents' Ass'n.

Gentlemen: Appreciating the value of your organization, this company has fixed up this room for your meetings, the use of which is tendered you with the compliments of the Peoria & Pekin Union Ry.

Yours truly,

(Signed) C. H. BOSWORTH,
Vice-President.

Mr. Throop: I move that a vote of thanks be extended to Mr. Bosworth for his kindness in fixing up this room for our use.

Seconded by Mr. Riley and carried.

Secretary: I have another letter as follows:

Local Freight Agents' Association of Peoria.

Peoria, Ill., April 9, 1898.

Mr. Ashley J. Elliott,

Sec'y Superintendents' Ass'n,

Peoria, Ill.

Dear Sir: I am requested by the Chairman of this Association to address through you the Association of which you have the honor of being Secretary.

It has been thought advisable by the Peoria Local Freight Agents' Association to give a terminal inspection at Peoria for the purpose of more fully familiarizing ourselves and patrons with the terminal facilities and terminal work at Peoria. It was our aim to secure the cooperation of the three companies with terminals in this city and invite the Board of Trade and different industrial associations to unite with us in the thorough inspection of terminal facilities. We believe that this will directly be of much benefit to the shipping interests located here. In order that this may be a popular affair we desire to entertain our guests by an informal lunch conducted under the auspices of the Association. We have estimated that a donation of not exceeding \$20.00 from each line entering Peoria would enable us to accomplish the desired results. This letter is for the purpose of having you present the matter to the Association at their regular meeting, advising us what action they may think advisable to take.

Yours respectfully,
PEORIA LOCAL FREIGHT AGENTS' ASS'N,
(Signed) G. F. MOORE,
Secretary.

Mr. Tompkins: I do not know as I have much to say. There was a little discussion on the matter yesterday, at which Mr. Elliott was present, but it was thought the lunch part of the entertainment was not essential, as the trip could be made in a few hours.

Mr. Riley: How long would it take to make the trip?

Mr. Tompkins: Not over three or four hours.

Mr. Riley: I agree with Mr. Tompkins that we do not want the lunch, but why confine it to the local agents? I should like to get around myself, and believe a day should be selected when we are all here.

President: Will the P. & P. U. furnish the equipment?

Mr. Tompkins: We will furnish everything of that kind we can. We have no coaches and would have to get those from other lines.

Mr. Riley: Call on the Big Four. We will furnish what you need.

Mr. Tompkins: Our engine and crew can run over the other roads if the roads desire.

Mr. Riley: It would save time by just letting them furnish a pilot.

Mr. Tompkins: That is all that is necessary if it is satisfactory to the other roads over which the train runs.

Mr. Bickell: It seems to me the expense of a lunch is unnecessary. Cigars are all that would need to be furnished.

Mr. Tompkins: Of course there will be a printing bill for the invitations. That, with the cigars, is all the expense it seems to me necessary.

Mr. Bickell: If you were to keep them away any length of time, or be away at a meal time, then it would be proper to set up a lunch, but under the circumstances I do not see any necessity for it.

President: Will someone make a motion so as to get the matter disposed of?

Mr. Tompkins: I move that this Association concur in the recommendation of the Local Agents' Association, and that the President appoint a committee of four to cooperate in making arrangements for the trip, arranging the schedule, etc., that the trip be taken on our next regular meeting day. The necessary expense to be borne by this Association.

Seconded by Mr. Throop and carried.

President: I will appoint Messrs. Tompkins, Greenough, Nichols and Throop as such Committee.

Secretary: I received a communication from the Cincinnati Division requesting the presence of the Peoria Joint Inspector at Cincinnati the 7th instant, and after advising with our Arbitration Committee, I replied that the inspection of cars here was

subject to an Arbitration Committee's supervision, and there had been no joint inspector at Peoria for some time.

Mr. Throop: I move the action of the Secretary be approved.

Seconded and carried.

Adjourned at 12:30 p. m.

R. B. STARBUCK,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central Association of Railroad Officers, held in Room No. 212, St. Louis Union Station, Friday, April 8, 1898.

Meeting called to order at 11:15 a. m., with President Sands in the Chair.

The representation was as indicated below:

M O. Pac. Ry.....	MR. J. F. JONES.....	Ter. Supt.
".....	MR. J. R. WENTWORTH.....	Supt. C. S.
".....	MR. T. P. ADAMS.....	Agent.
M. K. & T. Ry.....	MR. A. T. PERKINS.....	
Wabash R. R.	MR. C. B. ADAMS.....	Supt. T.
".....	MR. W. A. GARRETT.....	Supt.
".....	MR. S. B. KRAMER.....	Chief Dis.
".....	MR. J. A. SWIGERT.....	Trainmaster.
".....	MR. A. ROBERTSON.....	"
".....	MR. H. W. BALLOU.....	"
".....	MR. J. A. HEETHER.....	"
St. L. I. M. & S. Ry..	MR. J. F. JONES.....	Ter. Supt.
Term'l R. R. Ass'n...	MR. EDW. DUNLOP.....	Supt.
".....	MR. F. X. ROEDERER...	Joint Ft. Agt.
St. L. M. B. Ter. Ry..	MR. EDW. DUNLOP.....	Supt.
".....	MR. F. X. ROEDERER...	Joint Ft. Agt.
St. L. & S. F. R. R..	Not represented.	
Wiggins Ferry Co. ...	MR. G. L. SANDS.....	Manager.
T. H. & I. R. R.	Not represented.	

C. B. & Q. R. R. MR. W. G. BESLER Supt.
 " MR. J. A. CARNEY M. M.
 " MR. W. S. GLOVER Chief Dis.
St. L. K. & N-W. R. R. MR. A. T. PERKINS Ter. Supt.
M. & O. R. R. Not represented.
L. & N. R. R. *MR. W. S. MCCHESENEY, JR., Ter. Supt.
B. & O. S-W. MR. I. L. BURLINGAME... Trainmaster.
C. C. C. & St. L. Ry. . Not represented.
C. & A. R. R. Not represented.
T. St. L. & K. C. R. R. Not represented.
St. L. C. & St. P. R. R. MR. C. MILLARD Supt.
 " MR. D. C. FREDERICKS... C. S. Agent.
C. P. & St. L. R. R. of Ill. MR. C. MILLARD Supt.
 " MR. D. C. FREDERICKS... C. S. Agent.
L. E. & St. L. Con. R. R. Not represented.
Ill. Central R. R. Not represented.
St. L. P. & N. Ry. Not represented.
St. L. Transfer Co. ... MR. W. G. BESLER.
St. L. K. C. & C. R. R. Not represented.
Nat'l Stock Yards Co. . MR. W. G. BESLER.

* Represented by E. P. Bryan, Jr.

VISITOR: Mr. W. M. Prall, Manager St. Louis Car Service Association.

Reading of Minutes.

President: As the minutes for the last meeting have been printed and are now in the hands of the members, unless there are objections we will dispense with their reading.

Unfinished Business.

President: We have a Committee to report on the Rules for Interchange of Empty Cars at St. Louis and East St. Louis, reappointed at our last meeting, of which Mr. Perkins is Chairman.

Mr. Perkins: The Committee on Interchange Rules for Empty Cars was reappointed at our last meeting to meet with the Committee from the Joint Car Inspection Association and try to clear up some misunderstanding there seemed to be in regard to the three amendments, or to the rules, and also to see the officers of the two roads which had declined to enter into the agreement to find out if some arrangement could not be made to get those two roads in. The Committee had, as it might be called, an appointment with the Committee of the Joint Inspection Association, and last Wednesday we received a telegram from Mr. Rearden stating that two of the Committee were obliged to be out of town, and we then asked him to come alone, but he said that he would rather not represent the Association until the full Committee could be present. He also stated that he would like to have the matter go over until the next meeting of the Association, which would be May 26, when they would like to have the representatives of this Association present to explain our position to them. This is as the matter now stands as far as the Joint Inspection is concerned. The Committee of this Association consisted of Messrs. Adams, Dunlop and myself.

In this connection will state that we called on Mr. Jones, of the Missouri Pacific, and explained the situation as far as we could and asked his position. He stated that his company was unwilling to enter into an agreement to change the existing arrangement, as it was entirely satisfactory, but would recommend the adoption of a uniform card which was the main feature provided for in the original rules. I presume, as the Missouri Pacific is represented here today, Mr. Jones will state the position his company takes in this matter.

The next action of the Committee was to ask the Superintendent of the Mobile & Ohio for a hearing, and he replied that he would not be able to meet our Committee before next week, so that the situation, as far as the Mobile & Ohio is concerned, is unchanged.

The only point of difference with the Joint Inspection Association seems to be in regard to the reading of the third amendment, which provides that "All empty cars originating on the receiving road will be accepted by the receiving road without inspection by the Joint Car Inspector." It is evident that the Joint Inspection Association have construed that as meaning that cars should be received without inspection. The rule, as it stands in these minutes, reads correctly, "without inspection by the Joint Car Inspector," but it is such a minor objection that it seems to me could be cleared up later at the next meeting of the Joint Inspection Association.

President: The Missouri Pacific representative is here today, and we would like to hear as to whether or not they are willing to come into line in this matter, and, if not, their objections.

Mr. Jones: I would rather have Mr. Wentworth define our stand.

Mr. Wentworth: I would state that I am not very familiar with the point at which we are trying to get. The rules we have been operating under in the past, and at present, are very satisfactory, and I do not know whether we are to be the gainer or loser by changing. It seems to me that as the matter is up with the Joint Inspection Association it had better be deferred until it has been arranged with them satisfactorily.

Mr. Perkins: Mr. Wentworth has only spoken in regard to the proposed amendments to the original rules, which were adopted by this Association, and the date on which they were to go into effect was simply postponed, and I would like to ask Mr. Wentworth as to whether or not his company will come in, and in regard to the use of a uniform return card, as provided for in the original rules, which were adopted by almost all of the roads.

Mr. Wentworth: In that connection we have no objection to the use of a uniform card, and it appears that it is only proposed to card a certain class of cars; I do not see that all cars should not be carded, unless the terminal companies will accept a car regardless of the way it came to us. It seems to me it is

as necessary to card a car belonging to the Mobile & Ohio that came to us from the Wiggins Ferry as a car of the N. O. & N. E. that came to us from the Wiggins and M. & O., unless the Terminal Association will accept that car, regardless of the way we received it, and return it to the Mobile & Ohio.

There is another feature in connection with that. I am not satisfied that it is proper for the delivering road to do the carding. The receiving road assumes the burden of this interchange business and it strikes me that the receiving road should be the one to do this work, and it would be more satisfactory.

President: My understanding of this question is in accordance with Mr. Perkins' remarks. We have already voted upon it as an association for the introduction of certain rules covering the interchange of empty cars, and it is now merely a matter of setting a date upon which to place them in effect. It was postponed, I understand, in order to give the Committee that was reappointed at that meeting an opportunity to interview the Joint Inspection Association and induce them to remove their objection to the rules. It is only a question now, it seems to me, of naming a date upon which to put the rules into effect, or of giving the Committee further time. I do not understand that any further action can be taken upon the original rules without a reconsideration of the matter, and the only thing we have in connection with it is the Committee's report. If there is anyone who does not agree with me in this, would like to hear from him.

Mr. Adams: That is my understanding.

Mr. Fredericks: I do not think that I can explain the matter any further than that contained in my letter. I think what we want in St. Louis is the M. C. B. Rules, with the word "empty" eliminated from the Joint Car Inspection Association Rules. I think that if that were done it would cover everything.

President: Is not the Committee able to say why the word "empty" was eliminated from the M. C. B. Rules? It is my understanding that the words "loaded" and "empty" were in

the M. C. B. Rules, but latter was eliminated for some reason; was the reason for this developed during the Committee's discussion?

Mr. Perkins: It was not.

President: It is my understanding that the cause was a question of expense, or saving of revenue rather.

Mr. Besler: I would like to ask the Secretary as to whether the original proposition, as introduced by Mr. Beecham, incorporated the word "empty"?

Secretary: It did; the proposition was to take care of empty cars only; the movement of loaded cars was to be governed as heretofore.

Mr. Besler: That would then answer the question as to why the word "empty" was inserted. The proposition as submitted to the Association was for the handling of empty cars.

President: I was referring to the word "empty" in the Joint Inspection Association Rules. I think it was for something relative to expense, a question of repairs under the M. C. B. scale of prices, and which they thought should be placed upon the owner of the car, or something of that character; I am not quite clear in regard to it.

Mr. Perkins: You will observe in the August proceedings that the Committee in its original report recommended that the Joint Inspection Association be asked to add "empty" in the rules and place empty cars, according to the rules, on the same basis as loaded ones, and I think that in the September proceedings you will find some discussion by the representatives of the Car Inspection Association, who came to this Association at that time in regard to that particular point. They stated that it would be entirely improper, according to their rules, to do this.

Mr. Fredericks: My understanding of this matter is that the M. C. B. Rules state plainly "cars," and does not distinguish between loads and empties. I am not familiar with these rules, but the Joint Inspection Association here seems to take care of loaded cars according to their rules, and what we would like to have them do is to take the word out and include all cars.

Mr. Perkins: That was refused by the Joint Inspection Association, who stated that it would be unwise to attempt it. They stated that their purpose for this was that the Rules of the Joint Inspection Association were adopted for the purpose of facilitating the interchange of loaded cars and to provide against delays because of disputes arising under the M. C. B. Rules, and that there was no such necessity for the handling of empty cars outside of the M. C. B. Rules. Further, that the handling of empty cars under the rules of the Joint Inspection Association would entail the making of repairs and other expenses, which the roads did not think necessary, as they would prefer to leave everything possible in regard to the physical condition of empty cars to the roads to which the cars really belonged.

President: That was what I was trying to express. In the reports of the October proceedings there is an extensive discussion by Mr. Rearden on this question, and if the members desire we will have that read; it will freshen up our minds on the subject.

Secretary reads following:

“Mr. Rearden: At the last meeting of our Association there was a communication presented from your honorable body asking for a change in our present Rule No. 8; asking certain modifications in same—that it be changed to affect the interchange of empty as well as loaded cars.

“This rule at present reads:

“It is agreed, that when trains are delivered on the Receiving Tracks of any of the companies, no loaded cars shall be set back to the delivering road, no matter what may be the condition of the car, except by order of the Chief Joint Inspector, or assistants. If necessary repairs can be made to the car, while under load, to render it safe to run, such repairs shall be made by the receiving company, if ordered by the Chief Joint Inspectors, or assistants, who shall furnish an M. C. B. Defect Card covering such necessary repairs. If a loaded car can not be put in safe condition to run within 24 hours, while under load, it shall be

returned on an order from the Chief Joint Inspectors, or assistants, unless satisfactory arrangements can be made with the Traffic Department to transfer, and after the load is transferred, car shall be returned to the company delivering it in bad order.

"This rule, I understand, was made in the interest of the Transportation Department in order to facilitate the handling of business and avoid delays. The matter of empty cars was not considered.

"When the matter was presented before our Association it was decided that the Executive Committee should have a meeting and, if possible, meet with you here. The Committee had a meeting yesterday, and I regret to say that Messrs. Martin and Townsend are unable to be here today. Mr. Waughop and myself are here to represent them. They were decidedly opposed to the change requested by this Association for the following reasons:

"Under the existing conditions there is no road belonging to this Association that refuses to accept its own empties. In the event of the acceptance of empties indiscriminately conditions arise at once that make it very burdensome, particularly to the Mechanical Department.

"If forty or fifty empty cars are offered to the Missouri Pacific, some of these cars may need repairs; the Master Car Builders' Rules are very rigid; we are not allowed to make wrong repairs; if we do so, we are responsible to the owners of the car; the car may be a foreign one, and we may be compelled to send all the way to car-owners for proper material; the standard for a damaged car may not agree with the standard we use, and the car is compelled to remain on our track until the material for the repairs arrives, thus causing serious detention to same. We have one or two cases pending at the present time where cars on a certain road have been offered to us and do not conform to the clearances, etc., prescribed by the U. S. laws and rules, and we were to allow those cars to go out on the road we would have to be responsible.

"Now, under Rule 8, if changed, we would have to receive those cars, subject to the decision of the agent and not the Chief Joint Inspector.

"The change asked would necessitate the employment of all the way from two to seven percent more labor in making these necessary repairs; that is, in car repairers and inspectors. In addition to this, it will be necessary to increase the clerical force account of the large amount of additional correspondence arising from this change.

"I will say, therefore, that we can not see our way clear to accept your proposition."

President: Nevertheless, we voted to put those rules into effect. It now remains with the Association to decide as to what disposition we will make of the matter.

Mr. Adams: I believe that what caused this trouble is a misunderstanding between the Committee appointed by this Association and the Joint Inspection Association Committee. There is no doubt but what these rules were gone over very thoroughly by the two Committees and the rules recommended were in conformity with the ideas and suggestions, and I will further say that they were in harmony with the practices at St. Louis, but in getting the rules into print, or in writing them out, a proposition or phrase was used by the Committee and was misconstrued, which caused the misunderstanding.

I believe that the uniform carding of these foreign cars at St. Louis terminals would be of great benefit to the roads entering here. It is not an experiment, as at Chicago the arrangement has proven very satisfactory and has resulted in great saving of money; therefore I move that this Committee be continued and the matter laid over until such time as they can meet with the Joint Inspection Committee and see if we can not clear up this misunderstanding.

Mr. Besler: I second the motion.

Mr. Garrett: Would it not be well to amend that by having the Committee report at our next meeting?

Mr. Adams: I agree with that.

Mr. Perkins: The next meeting of the Joint Inspection Association is May 26.

Mr. Garrett: If that is the case, then what I suggest can not be done.

Mr. Perkins: Mr. Rearden stated that he would see that we had a meeting with their Committee if we gave them a few days' notice.

President: It has been moved and seconded that the Committee on Rules for Interchange of Empty Cars at St. Louis and East St. Louis be continued, and that they report at our next meeting.

Carried.

Mr. Besler: In that connection it might be well to let the Committee try to make good its meeting with the Superintendent of the Mobile & Ohio, and also try and interview the Clover Leaf.

President: I believe we were to have a report from the Committee on Car Service at East St. Louis. Mr. C. A. Parker is Chairman.

Mr. Adams: Mr. Parker being at Springfield today, requested me to make report for him. There are certain circumstances that may interfere with this matter at present, and I would therefore ask further time.

Mr. Besler: I move that the Committee be given further time in which to formulate report.

Seconded. Carried.

Upon motion the meeting here adjourned.

GEO. L. SANDS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., April 13, 1898.

Meeting was called to order at 2:30 p. m. by Vice-President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR.....	Supt. Ter.
C. & A. R. R.....	MR. W. L. STEVENSON..	Trainmaster.
C. R. I. & P. R. R.....	MR. A. J. HITT.....	Gen'l Supt.
“ “	MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	MR. E. G. FISH.....	Ass't Supt.
“	MR. J. W. MULHERN....	Trainmaster.
“	MR. J. P. CUMMINGS....	Agent.
K. C. F. S. & M. R. R..	MR. H. S. MITCHELL....	Div. Supt.
“ “	MR. W. H. CHURCHILL..	Trainmaster.
“ “	MR. E. F. EDGECOMB....	Agent.
C. M. & St. P. Ry.....	MR. D. W. RIDER.	
M. K. & T. Ry.....	MR. C. H. DENT.....	Agent.
C. G. W. Ry.....	(Not represented.)	
K. C. O. & S. Ry.....	MR. B. S. JOSSELYN.....	Gen'l Mgr.
K. C. St. J. & C. B. R. R..	MR. G. M. HOHL.....	Supt.
“ “	MR. E. G. FISH.....	Ass't Supt.
Mo. Pac. Ry.....	MR. J. R. WENTWORTH.	Supt. C. S.
“	MR. L. D. HOPKINS....	Supt.
“	MR. C. E. CARSON.....	Supt. Term'ls.

Un. Pac. Ry.....(Not represented.)
Wabash R. R.....MR. J. LAUGHLIN.....Trainmaster.
“.....MR. U. B. DARNALL.....Agent.
K. C. N. W. R. R.....MR. R. P. ISITT.....Agent.
K. C. P. & G. R. R.....MR. J. J. SHEPARD.....Agent.
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
Union Depot Co.....(Not represented.)

VISITOR: Mr. C.W. Sanford, Manager Missouri Valley Cattle Service Association.

President: If there are no objections the reading of the minutes of the last meeting will be dispensed with, as they have been printed and distributed to all members.

President: What have we under the head of unfinished business?

Secretary: As instructed at the March meeting, I sent out call for letter ballot on the question of “short-house” checking. So far I have received replies from only seven lines.

President: Are there any members who have not sent in their letter ballot who are prepared today to say how they will vote.

Mr. Starr: I will state for the Santa Fe that I omitted to send letter ballot, but am prepared to vote in favor of the resolution.

Mr. Mitchell: The Memphis Road will vote in favor of it.

Mr. Stevenson (C. & A. R. R.): I have been instructed to cast my vote in the affirmative, provided it is unanimous.

Mr. Mitchell: I would like to make the same provision as the C. & A. in casting my vote.

Mr. Starr: I would not want to vote in favor of it unless it was unanimous.

Mr. Hitt: I have not given the matter consideration, and would not want to vote without a chance to look into it.

Mr. Shepard: The Local Association, some two or three years ago, discontinued the practice of sending check clerks to packing houses, and it has saved over \$22,000 a year. The

claims paid by reason of not having check clerks was, I think, about one percent of the cost of check clerks, in fact, it is almost nothing now. We think if this practice was put into effect it would be received on the same footing as the Car Service Association that went into effect here, and that ultimately it would work all right. The earnings would increase by reason of our not furnishing check clerks. The cost of station work would be less.

Of course it is reasonable to suppose that we would receive opposition from some shippers, as well as banks, on account of not accepting drafts on bills of lading endorsed "shipper's load and count," but they make it work in large eastern cities, and I see no reason why we could not do it.

Mr. Stevenson: Regarding the legal aspects of this question, we took that up and we find that the carrier's responsibility will be just the same with or without a check clerk. So far as the effect on negotiating paper is concerned, the reliability of the shipper is the principal thing taken into consideration, excepting where exchange is bought, or in export business. There it is absolutely necessary to have a bill of lading issued for the actual count by the railroad receiving the goods before the bank will discount the paper. Our responsibility is not affected, I am informed by both our traffic and legal departments, and for that reason we feel that if the balance of the roads want to dispense with the check clerks we would be perfectly willing, although we would not be effecting much of a saving.

Mr. Isitt: I will say that, while it does not appear in the resolution, it was understood if this objection came up—objecting to "shipper's load and count" bills of lading—we could give shippers the option of bringing their stuff to our team tracks where we maintain check clerks.

Mr. Shepard: There is just this much about it; if we don't stop it right now it will get to be like it was in Chicago and St. Louis; you will have to build storage houses and send men all over Kansas City to help private industries load cars for you. It is coming to that unless we put a veto on it.

Mr. Hitt: I would not have it understood that we are opposed to this, but I do not want to go into it blindly. I will take the matter up this afternoon and advise you through our representative.

Mr. Edgecomb: In regard to "shipper's load and count" bills of lading, if you will stop to think, nine tenths of the business is being handled that way now. All stuff in bulk is signed for "shipper's load and count," without knowing what quantity is in the car, and all grain in sacks we don't check, but issue bills of lading "shipper's load and count," and that constitutes the majority of the business on which bills of lading pass through the banks with draft. Take agricultural implements; that is something a draft is never made on. So that I think we will have complaint only on the one tenth of the business handled at Kansas City.

Mr. Mitchell: I move that definite action be deferred until the next meeting, and that in the meantime the Secretary call on those who have not voted, and also take the matter up with the one line voting against the resolution and endeavor to get them to reconsider their vote, as all other lines so far have voted in favor.

Motion seconded and carried.

President: Is there any other unfinished business?

Secretary: The matter of assigning a member to prepare a paper to be read at the Annual Meeting.

Mr. Mitchell: I move that Mr. Carson be delegated to represent this Division in a paper to be read at the Annual Meeting.

Motion seconded and carried.

President: Has anybody anything under the head of new business? If not, I believe we have some questions that were selected by a Committee at the February meeting to be discussed at this meeting. The first question is, "What method is pursued in issuing supplies to yardmen, particularly lanterns, links and pins?" This was covered partially by Mr. Stillwell in his paper, which was read before the last meeting, but there was

nothing said particularly about lanterns, links and pins, and this is a big item on every railroad in the country.

Mr. Mitchell: Our lanterns are numbered, and each man is required to return the identical lamp he drew or he is charged a dollar. Switch keys are one dollar, but are not numbered.

Mr. Laughlin: Lanterns are charged to our men at one dollar each. The lanterns are numbered, and a man is required to return the numbered lamp when he leaves the service of the road to get his dollar. He is not credited with any lantern unless he returns the one charged to him. Switch keys are charged to brakemen and switchmen the same as lanterns, one dollar each.

President: About the question of links and pins—some roads are disposed to economize in the issuance of links and pins. Is it considered by the members that it is real economy to curtail the issuance of links and pins in a yard?

Mr. Mitchell: I believe in having plenty of links and pins, provided they are kept where they are available for use.

President: I will say for the Missouri Pacific that we are very liberal in the issuance of links and pins. We believe that trainmen and yardmen don't use them for any other purpose than coupling cars, and that where there is a scarcity of them a whole crew may be standing idle while a man runs the length of a train or crosses between two or three strings of cars, running the risk of being injured by the cars coming together, to find one. We believe it is economy to have plenty of them scattered through the yard. I know that there are some companies that are very close in that particular, and it is necessary very often for their yardmen to go into the yards of other companies who are more liberal to get supplies of links and pins.

President: The next question is, "What is the experience with trains breaking in two by automatic couplers coming uncoupled?"

Mr. Mitchell: Our company has been compiling statistics on this question, but I am not prepared to say just what they show. Every instance is made a special report of and the

reason, as clearly as the conductor can determine, for breaking in two.

President: Mr. Hopkins, have we any system on the Missouri Pacific of reporting break-in-tvos between automatic couplers?

Mr. Hopkins: Yes, all accidents of that kind are reported and we make an attempt to discover the cause. They keep a pretty close record in the car department.

Mr. Laughlin: On the Wabash each conductor is required to make a written report of the delay caused by trains breaking in two, together with the numbers of the cars and the kind of coupling. At the terminal he makes a report of this matter to the car inspector. The investigation goes on as far as it can without delay to the train or cars to find out the cause of the train parting. Sometimes the conductors figure that it is because the coupler is worn a little too much; other times the pin works up, but we have had instances, several of them, where trains have parted between the air and coupled up again, and after coupling up the air hose the engineer would release the air and go on, and in a few hours probably break in two again in the same place. In instances where it occurs the second time they make a link and pin coupling and go on, and make a report at the terminal to the car inspector.

Mr. Hitt: We have not had any trouble recently, but about a year ago we had some trouble with trains parting. The pins we used at that time had a flat surface. We commenced changing these pins and putting on a pin with a kind of a teat on the tops, so that the pin can go so far and no farther. We changed these pins as fast as we got hold of the cars, and I think now all of our pins have been changed, and we have had no trouble recently.

Mr. Josselyn: Isn't there nearly as much liability of the slack running up and jumping the pin with the automatic coupler as with the old ordinary?

Mr. Hopkins: I think that seldom occurs.

Mr. Josselyn: We have had them come uncoupled where the slack ran up when there was no defect discoverable.

President: Mr. Hohl, isn't it your experience that there are much fewer break-in-twos with that coupling than with the old style?

Mr. Hohl: There is no question about that, but we have had considerable trouble with couplers coming uncoupled when there was apparently no other cause than the working up of the pin, as has been described.

Mr. President: The next question is, "What instructions are issued to employees with a view of keeping trespassers out of yards at terminal points?" Are the lines experiencing any trouble by reason of running over trespassers in the yards? Do they consider it economy to put on watchmen for the purpose of keeping them out? It is well known that yardmen make no effort to drive them out.

Mr. Mitchell: We are confining our efforts to putting up signs. Recently we have had to pay a damage claim for a man who claimed to have been scalded in our yard. There is a stairway leading up back of our boiler shop to the top of the hill for the accommodation of our employees, but outsiders generally make use of it, walking through our yard to the Santa Fe and Council Bluffs and over to the stock yards. It seems that this man who sued us had gone down this stairway and in passing by one of our engines which was blowing off, claimed to have been scalded. He sued us, claiming that it was a public thoroughfare, and he obtained a small judgment. We didn't at that time have up a sign.

Mr. Shepard: In that connection, a case came under my observation the other day against the Suburban Belt R. R., where the relatives of a man killed on their tracks sued them for \$5,000, and the company won the case because it was shown that there was a sign within twenty yards of where the man was killed.

Mr. Hopkins: We had a case at Harrisonville the same way. We took the sign up and took it into court.

Mr. Shepard: Along this same line in regard to trespassing. As everyone knows there are a great many brasses being stolen out of cars, and it has occurred to me that as there is no law in Missouri making it a penitentiary offense to remove brasses from cars, that the Superintendents ought to unite and take the matter up with their legal departments to have the next legislature make it a penitentiary offense to remove brasses from a car. We recently had over thirty stolen, and yesterday seventeen more, while we found one taken even out of a passenger coach day before yesterday.

This is something that all of the roads are interested in, and I think if it was taken up with the legal departments and by them with the legislature a law can be passed making it a felony to remove brasses from cars, which will have a tendency to break up this practice.

President: We have had hundreds of brasses taken out of cars, and we have also apprehended several thieves and sent them to jail and to the penitentiary, and still the work goes on. It is a matter that I wanted to mention in this connection, and I think that it would be a good idea for this Association to offer some sort of a resolution to the superior officers of the roads and request some action at the next legislature, making the taking of a single brass a felony instead of petit larceny. At present the time a man must steal thirty dollars worth before it becomes a felony. In the State of Kansas, and also Illinois, to take anything from the running gear of a car, it is my understanding, constitutes a felony.

Mr. Shepard: We got one case of thirty-one dollars and they were given two years in the penitentiary, but it is awful hard to catch them with that much. You can get four or five or twenty dollars worth, but it is not recognized by the law and that settles it.

President: Perhaps if action were taken in the matter by the whole Association it would have more weight with the different lines than if some single superintendent took it up.

Mr. Mitchell: Might it not be well to have a Committee give this matter consideration and look up the statutes in Kansas and Illinois and make a report?

President: That is a good idea.

Mr. Mitchell: I would then move that the President appoint a Committee of three to give the matter of pilfering brasses and other parts of cars consideration and report what the statutes of neighboring states are on the subject, with a view of having the legal departments of the various roads take action towards getting a statute of the same kind passed in Missouri.

Motion seconded and carried, and the President appointed as such Committee Messrs. Fish, Stevenson and Laughlin.

It was decided to leave the discussion of the two remaining questions over until the next meeting.

On motion the meeting adjourned until May 11, 1898.

C. E. CARSON,
President.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

MAY.

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1898.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

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Officers of the Central Association of Railroad Officers and Its Various Divisions.

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 W. G. BESLER..... 1st Vice-Prest.
 H. S. MITCHEL..... 2d Vice-Prest.
 O. G. FETTER..... Secretary-Treasurer.

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 W. G. BESLER. R. B. TURNER. D. S. SUTHERLAND
 H. S. MITCHEL. F. L. TOMPKINS. J. W. RILEY.

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TT.....	"	Peoria "
ERSON.....	"	St. Louis "
.....	"	Kansas City "

CINCINNATI DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, May 10, 1898.**

Meeting called to order at 11:05 a. m., with Vice-President
Galloway in the chair.

The following lines were represented:

C. C. & St. L. Ry....	Mr. G. W. BENDER.....	Supt.
" "	....Mr. H. F. HOUGHTON...	Asst. Supt.
" "	....Mr. MASON RICKETS.....	D. M. M.
" "	....Mr. F. M. LAWLER.....	D. M. M.
& O. S-W. Ry.....	Mr. C. H. HOWARD.....	Supt.
" "	.....Mr. C. C. RILEY	Supt. C. S.
" "	.....Mr. J. G. NEUFFER.....	G. M. M.
" "	.....Mr. JOHN HAIR.....	D. M. M.
H. & D. Ry.....	Mr. R. B. TURNER.....	Genl. Supt.
" "	.....Mr. A. GALLOWAY.....	Supt.
& O. Ry.....	Mr. A. F. STEWART.....	D. M. M.
" "	.....Mr. W. T. SMITH	A. M. M.
& N. R. R.....	Mr. PULASKI LEEDS.....	Supt. Mchy.
" "	.....Mr. WM. ADAIR.....	D. M. M.

Reading of the minutes of the previous meeting was dis-
cussed with.

Report of Special Committee on Switch Cars.

The Secretary stated that this matter had been laid over from the last meeting.

Mr. Galloway: The C. H. & D. Ry. can not agree to these rules as submitted, and take exception to Rule 3; will cite a case in point to show you our position. Suppose the C. & O. Ry. delivered us one of their cars loaded with coal for a station in the switching limits of Cincinnati, the coal man on receipt of the car reconsigned it to Detroit; we would ask Mr. Lewis to let the car go forward and he refused; it then follows that we have got to bear the cost of transfer. This the C. H. & D. Ry. does not propose to do, as we handle a great many switch cars, think possibly more than any one line in Cincinnati. There are a great many of our patrons who make a regular practice of reconsigning cars. We have one planing mill on the line which get a great deal of lumber from the South, a large proportion of which is reconsigned. And then again, the tracks in the C. H. & D. Yard used by the vegetable commission men and fruit dealers are used, I am safe in saying, to a larger extent than any other tracks in the city for similar purposes. This class of business in Cincinnati, as you are well aware, is largely reconsigned business; take melons for instance, there is a small proportion of the melons shipped into Cincinnati that are used in Cincinnati, the balance being reconsigned to points largely north and east. This class of business the owners absolutely refuse to have transferred, claiming, and that justly too, that the commodity is destroyed by handling so often. If Rule 3 is adopted in its present form this means that the C. H. & D. would have to transfer all such business at their own expense, providing they could come to an understanding with the owner to do so, or get permission from the delivering road to forward the car; neither request is likely to be granted, therefore I say

the adoption of this rule will work a serious hardship upon the C. H. & D. Ry.

Mr. Riley: Mr. Galloway has just stated one side of the question—his own side. It is true that it might create some inconvenience if those cars would have to be transferred, but some agreement might be reached whereby if a car was loaded with perishable or non-transferable freight it would be permitted to run through without transfer. According to his understanding he would want the C. & O. Ry. to furnish him equipment to take care of the load to another point if reconsigned. As we handle a great many switch cars, the B. & O. S-W. Ry. would be the gainer if this rule was not adopted, but in justice to all roads we thought it was just the thing to do. Further, a great many roads have cars for Cincinnati, and in order to save empty hauls they load them into Cincinnati with the understanding that as soon as released they will be available for further loading. When the car gets to Cincinnati it is sent to the track of a connecting line and there reconsigned to a point beyond, the road loading the car thereby not getting the use of the car. The C. C. C. & St. L. Ry. particularly suffer in this matter, and the C. & O. Ry. is in the same fix. The B. & O. S-W. Ry. is like the C. H. & D. Ry., handle more switched cars than they give other roads, and would profit by not having this rule adopted, but from a point of justice I think the rule as written should stand, because the road which furnishes cars to be loaded for Cincinnati should not be called upon to furnish cars for loads, in case they are reconsigned to a point they are not interested in at all.

Mr. Galloway: In order that there may be no misunderstanding, or injustice done, in regard to this matter, I move that the subject be put before the different roads interested for letter ballot.

Seconded by Mr. Bender and carried.

Presentation of Paper by Mr. Geo. W. Lewis on "Handling Freight Through Terminals."

It was moved and carried "that Mr. Lewis be granted further time in which to present his paper on the above subject."

Bill of the C. C. C. & St. L. Ry., against the C. N. O. & T. P. Ry., for Transfer of C. N. O. & T. P. Car No. 2746.

The Secretary stated that he had a file of correspondence which had passed between the C. C. C. & St. L. Ry. and the C. N. O. & T. P. Ry. relative to transfer of C. N. O. & T. P. car 2746; stated that the matter had been referred to the Standing Committee on Joint Car Inspection by the C. C. C. & St. L. Ry. for decision, that the Standing Committee had rendered decision, but that the C. N. O. & T. P. Ry. declined to be party to their ruling inasmuch as they had not agreed to submit the matter to the Standing Committee for a ruling, and desired to have the matter submitted to the Arbitration Committee of the M. C. B. Association for ruling; the point for this Association to decide was whether or not it was a case for this Association to handle.

After discussion it was moved and carried "that all papers be returned to the C. C. C. & St. L. Ry. with the explanation that it is the sense of this meeting that, under the rules in force at the time the transaction occurred, it could not be presented to this Association without the consent of both parties."

Request for Proceedings.

The Secretary read communication from the Interstate Commerce Commission requesting that they be furnished with copies of the proceedings of the Central Association of Railroad Officers, Cincinnati Division.

It was moved and carried "that the communication be referred to the Central Association of Railroad Officers for action."

Joint Car Inspector Attending MCB Convention.

The Chairman of the Standing Committee on Joint Car Inspection stated that it had been customary for the Joint Car Inspector to attend the annual convention of the M. C. B. Association, and he would therefore recommend that he be permitted to attend this convention, this Association paying his expenses, and that the Secretary be instructed to secure transportation for him.

It was moved and carried "that the recommendation of the Chairman of the Standing Committee on Joint Car Inspection be adopted."

On motion meeting adjourned at 11:35 a. m.

A. GALLOWAY,
Vice-President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, May 2, 1898.

Meeting called to order at 2:25 p. m.

The following lines were represented :

C. C. C. & St. L.G. W. BENDER.....Superintendent.
P. C. C. & St. L.....WM. SWANSTON.....Master Mechanic
I. & V. R. R.....M. W. MANSFIELD...Superintendent.
C. H. & D.....A. GALLOWAY.....Superintendent.
L. E. & W.....H. F. BICKELLAsst. Gen. Supt.
MononA. J. O'REILLY.....Gen'l Agent.
"L. H. PARKER.....Superintendent.
I. D. & W. R. R.....J. W. CONNATY.....Master Mechanic

The minutes of the last meeting stood approved as printed.

Mr. O'Reilly, Chairman of the Committees on Entertainment and Ways and Means, reported that the Committees had made progress and would be ready to report at the next meeting.

The Standing Committee was not ready to report in connection with B. G. L. car 416, and on motion the matter was laid over until the next meeting.

Mr. O'Reilly asked the question whether or not all Superintendents had notified their agents in regard to the rule for closing freight houses at 5 o'clock through the week and 4 o'clock on Saturday. It was found that some had already notified their agents and others agreed to do so at once.

There being no further business, the meeting adjourned at 2:40 p. m.

H. F. BICKELL,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 2, Union Passenger Station,
May 17, 1898.**

Meeting called to order at 9:00 a. m., by President Ferris.

The following lines were represented:

T. & O. C. Ry.....	MR. H. C. FERRIS.
“	MR. T. F. WHITTELSEY. —
B. & O. R. R.....	MR. J. M. HOST.
C. H. V. & T. Ry	MR. S. S. STIFFEY.
“	MR. T. R. LIMER.
“	MR. M. S. CONNORS.
“	MR. W. E. COSTELLO.
B. & O. S-W. Ry	MR. E. R. SCOVILLE.
C. C. C. & St. L. Ry	MR. MASON RICKERT.

VISITOR: Mr. O. G. Fetter, Secretary Cincinnati Division

Reading of Correspondence.

Washington, D. C., May 3, 1898.

Mr. J. D. Berry,

Secretary Columbus Division, Central Association.

Dear Sir: The Interstate Commerce Commission is desirous
of obtaining for preservation in its library the proceedings and
other publications of all the various organizations connected
with the railways of the country. It intends to establish a

maintain a railway library which will be practically complete in all branches, and thereby constitute a really valuable source of information for those who write concerning particular subjects, as well as those who call with a view to personally examine the documents or volumes. If, therefore, you can furnish a complete (or as nearly complete as possible) set of the published proceedings of the Central Association of Railroad Officers, Columbus Division, together with copies of addresses delivered before, or special reports submitted to, your organization, the favor will be greatly appreciated by the Commission. Please also place the Commission on your mailing list for future reports and proceedings of your Association.

I enclose addressed penalty slip for your use in forwarding such documents as you can furnish.

Very respectfully,

(Signed) EDW. A. MOSELY,
Secretary.

Mr. Connors: It occurs to me that as the minutes of the meetings are published through the office of the Association at Cincinnati, that the communication should be referred to the Secretary of that Association, Mr. Fetter, with request that the copies be forwarded to Mr. Mosely, if it has not already been done. It seems that he has the idea that the Association minutes are kept separate, which is not the fact. Bound copies of the proceedings for the past year have been published, and I presume that the Secretary, Mr. Fetter, would be glad to comply with the request, which would answer for all Associations.

Mr. Fetter: A like communication has been received by the different Divisions, and the Cincinnati Division, at their last meeting, replied to the Interstate Commerce Commission, stating that this was an Association matter and would be referred to the Central Association for whatever action they deem necessary to take. It seems to me that it is a Central Association matter and not a Division matter, as the minutes are all printed at one time. If the Central Association decides that it

is policy to furnish the Interstate Commerce Commission with these proceedings, I think I could furnish them as far back as 1887.

Mr. Whittelsey: This matter was referred to the Central Association, and as President I replied to Mr. Mosely that we would take this matter up at our Annual Meeting in July.

Mr. Connors: I move that the communication be acknowledged and the facts, as related here, stated to Mr. Mosely in reply.

Seconded by Mr. Host. Carried.

The following answer was received from the Executive Committee on Joint Car Inspection to the question offered by Mr. Limer at the last meeting and ordered referred to that Committee for reply:

On making inquiry of the Chief Joint Inspector, we find that there are cases of foreign cars being marked "Return to the delivering road when empty," and in some cases, in our opinion, this would be absolutely necessary, but in the majority of cases this should be abandoned.

In the case of cars belonging to foreign roads that do not enter Columbus, and are in bad condition, it will be necessary to have the cars marked "Return to the delivering road," as it frequently occurs that cars are in such a condition as to make them unfit to load until the repairs are made, and in such cases these cars should be returned to the delivering road when empty, but so far as cars belonging to the lines entering Columbus are concerned, there is no necessity for marking them "Return when empty."

The following extract from the minutes of the Executive Committee on Joint Car Inspection was read:

"The question was raised by Mr. Roof, of the Big Four, in regard to Inspectors demanding card for cars equipped with link and pin drawbar, with stem attachment, when link and pin drawbar, with pocket attachment, is standard to the car.

“After discussing the matter at length, it was decided that where a car is stenciled for a certain style of link and pin drawbar any different style of drawbar is considered as wrong repairs, and car should have a wrong repair card applied, or a defect card from the delivering road for missing material.”

After some discussion it was decided by the Association that this ruling was not in accordance with the rules as interpreted by the Chief Joint Inspectors at their meeting in Cincinnati on April 7, and on motion of Mr. Connors, seconded by Mr. Whitelsey, the matter was ordered referred back to the Executive Committee on Joint Car Inspection.

Minutes of the Yardmasters' Association read and approved. Bill of the Central Association, amounting to \$16.67, was ordered paid. On motion of Mr. Connors, seconded by Mr. Host, meeting adjourned at 9:35 a. m., and members proceeded to the Chittenden Hotel to welcome the members of the National Association of Car Service Managers.

Address of Mr. M. S. Connors, Chairman Entertainment Committee.

Ladies and Gentlemen of the National Association of Car Service Managers:

It is my pleasure to have been chosen to make the introductory remarks, welcoming you to our beautiful city, and in doing this I assure you that I but repeat the wishes of each and every member of our Columbus Division, Central Association of Railroad Officers, when I say that we bid you welcome to our city.

It was not the intention that I should make any lengthy address. We have other gentlemen here with us this morning who are better fitted and more in line for that class of work than I. I will leave it to the Chair to introduce the gentlemen.

Chairman Ferris introduced Hon. S. L. Black, Mayor of Columbus, who spoke as follows:

Mr. Chairman, Ladies and Gentlemen:

I assure you that I am uttering no idle sentiment when I say to you that it is a matter of very great pleasure to me, in behalf of the railroad men of the capital of Ohio, as well as the other citizens of Columbus, to come here this morning and greet you, and in behalf of our citizens, extend to you a most cordial greeting and welcome to our city.

I doubt if there is anywhere, or any class of men, unless possibly it be professional men, to whom it is as difficult to talk as it is to the men representing the great railroad industry of this country. There is nowhere in all the vocations of life of modern times any influence that can in any degree be compared with the influence of the railroads toward the civilization of the world, toward the civilization of every country. Following close upon the heel of the army which subdues and conquers you find the railroad man extending his influence toward the development and building up; men who are more directly and more intimately connected with the great forces that are moving affairs in modern times, it seems to me that in all classes, standing out in bold relief, is the railroad man of the country. Their hand is directed upon the power that is moving things, that is pushing the forces of civilization along in their course in this life, and it seems almost folly for one in my position to undertake to talk to men who are, as I say, thus directly connected with those forces, but I am here only to say to you that it is a pleasure for us to have you with us upon this occasion. We will be benefited by it, possibly more than you, because it is this influence, this meeting together, this bringing together, in other words, of the people of this great commonwealth that is doing more to develop than all other influences put together. We are understanding each other better, we are knowing each other better, and to these things the railroads of the country are the greatest influences; and if there ever was a time in the history of this country when the influences of these forces were felt, when their beneficent influences were seen throughout the length and breadth of this country, it is at such times as we are

passing through at the present, when it seems that no other nation on the globe, with one possible exception, almost as a man, as an individual, and certainly as one family, rise up with but one purpose and one cause, and it is done in such a marvelously short period of time. The manner in which the great forces are being mobilized at the present time is due to the railroads. Were it not for them the conditions would be indeed pitiful in times such as these. So that when we are called upon to welcome a body of men, representatives of this, the greatest force of modern civilization, I, for my own part, feel like raising my hat, bowing myself out, and tendering the pleasure to someone who is better fitted to address you than I; but I am here simply to assure you, one and all, that to our city you are most cordially welcome. I have the pleasure, indeed I may say the honor, of extending to you the welcome of the City of Columbus and tendering to you, in behalf of our people, the key to our city. Again bidding you welcome, I thank you.

Chairman Ferris then introduced Mr. J. Y. Bassell, Secretary of the Columbus Board of Trade.

Chairman, Ladies and Members of the National Association of Car Service Managers:

It becomes my infinite pleasure, as the representative of the Board of Trade of the City of Columbus, to extend to your organization a welcome to our city. I might wonder, as I look into the intelligent faces before me, that I have not had this pleasure before, because it seems to me that I see the element there of appreciating a good thing when they see it.

There is no city in this great country of ours that presents greater attractiveness to the wayfarer, to the stranger, or the Association that wants to associate, than the City of Columbus; nor is there a spot on God's green footstool where the people extend a warmer hand of hospitality than do the people of this city in which you now stand.

I want to say to you that under the circumstances and conditions we have the highest appreciation for the railroads and

their representatives. As I understand it, it is your mission to see that freight is rapidly transmitted and speedily unloaded and delivered, but now it becomes your mission to ship and transmit to the front a human freightage more valuable to this country than is the crown to a king. It is her soldiery, upon which our great republic and free institutions must be made to rest when war threatens to overthrow. We have already heard of how Dewey met the Spanish in the Bay of Manila. It remains for history to record on its pages what that soldiery sent to Tampa and the coast shore will record for itself when it confronts its adversary on Cuban soil. I predict to you that "Old Glory" will wave with more sheen and more lustre after that conflict has terminated than ever before in the history of this great country.

Now, my friends, I want to say to you that it is not part of the province of the Secretary of the Board of Trade to present to you the key of the city, nor can we give you a pass that takes you to and fro within our limits safe from the ever-vigilant police; but we have money, and if you go "broke" come and see us.

If we might be permitted to offer just one invocation ere we take our seat, we would say:

May all your days be spent in bliss,
May all your plans succeed;
Be half as happy as we wish
And you will be blest indeed.

May happiness your brow entwine,
May peace your pillow prove;
May every joy in life be thine,
Is Columbus' prayer for you.

Chairman introduced Mr. T. F. Whittelsey, President Central Association of Railroad Officers.

Chairman, Ladies and Members of the National Association of Car Service Managers:

I am very glad to be able to add my voice to what has pre-

ceded in a welcome to you to our City of Columbus and the territory of the Central Association.

If you will pardon me, I will undertake to relate a little as to what the Central Association of Railroad Officers is. It is a combined Association of seven divisional associations of operating officials of railways; a Division at Columbus, one at Toledo, at Cincinnati, Indianapolis, Peoria, St. Louis and Kansas City, which combined form our general Association. Its province is to regulate at the various terminals the interchange and other kindred matters between lines. Each Division has monthly meetings, which, as a rule, are very generally attended, and the influence of these meetings is very wide-spread, for the reason that in this great Central West the lines who are members of this Association extend to the Atlantic and to the Pacific, to Canada and the Gulf of Mexico. The individual members of our Association reach to New York, to Richmond, Philadelphia, Baltimore, Norfolk, Pensacola, New Orleans, Denver and very nearly to the extreme northwest of the country. Our proceedings are read by a great many officers throughout the territory.

We believe that in our Central Association we possess advantages in the Car Service line that are not possessed outside of it. In all of our Divisions the Car Service Managers are controlled and directed by our Association, and the intimacy between the Car Service Managers and the officers of the different railways, by reason of these frequent meetings, I am sure, is conducive to good results. I am quite sure that the gentlemen representing the Car Service Associations of the Central Association are not only the handsomest of all, but I think they are the most industrious, and if you will take a look at them carefully you will find my words borne out, and if you don't believe it after you look at them, I will prove it by your own statistics, drawn up by your Secretary.

The last report of the National Association, which ends December 31, 1897, shows that during the last quarter of last year there were 3,717,161 cars handled by the different Associations of the United States, and the Car Service Associations of

the Central Association handled about one eighth of that number, so you see that we cut a reasonable figure in the general Car Service business of the country.

The report will also show that the general average detention of cars out of the 3,717,161 was 1.63 days per car. The average detention in the Car Service Association of the Central Association is something better than that figure, and I mention that in support of my remark previously that our gentlemen know what they are doing.

Now, the above figures may interest you to show you your own importance. We all like to know of our own importance occasionally, and in order to call your attention to the fact (the general detention of cars during the quarter referred to being 1.63 days per car) we will contrast that with what may be considered a fair figure to represent the detention of cars before the Car Service Associations were inaugurated, which we will place at $3\frac{1}{2}$ days, and I think that you will say that it is a very fair estimate. The difference between these two amounts ought to be credited to the influence and the work of Car Service Associations, which would be 1.87 days per car. Now we handled 3,717,161 cars in this last quarter; if you will multiply that by the saving of 1.87 days per car, you will find that the aggregate of 6,951,191 cars for one day, or an additional equipment of 77,237 for the entire quarter. Multiply that by the average cost of a car, which perhaps may be safely put at \$300.00, you will have the enormous amount of \$23,171,100. The interest on that amount at 5 percent for three months would be the nice little sum of \$289,638.75, which the Car Service Associations have saved the railroads of the country in three months. Now you ought to feel pretty good about that. You will begin to think that you more than earn your salary. The advantage of the Car Service Association does not all accrue to the public; it accrues to the railroads as well. The public are mostly benefited for the reason that the cars are promptly unloaded, the car supply is greatly enhanced; but there comes to the men connected in our terminals with the handling of cars a species

of discipline which secures to the railroads a great deal more prompt movement of loaded and empty cars than there ever was before Car Service was inaugurated. I am very sorry that I didn't have more time to prepare some remarks, but I am sure that you are not, and in dismissing the matter I want to bespeak you a very successful meeting, and I hope that all the subjects that will be brought up will be fully discussed, and I am sure that the benefits of this discussion and the success of the meeting will be highly satisfactory to both yourselves and everyone concerned.

Reply by Mr. A. L. Gardner, President National Association of Car Service Managers.

Mr. President, Ladies and Gentlemen:

On behalf of the members of this Association and our ladies, I beg to thank you most kindly for your kind words of welcome and hospitality, which you have all so generously extended to us. If there was a time when I wished for oratory it is now, especially with the four or five excellent speeches that have been made to us, but it would be entirely too much to expect of one man to make a suitable reply, even if he were a speaker, which I am not. It has been our custom to meet in the larger cities of the country, but we have never before received such a hearty welcome from civil, commercial and transportation officers as we have in your midst.

I would like to say a word to each one of the gentlemen representing the different interests and organizations. First of all, perhaps, it would be more proper to address His Excellency, the Mayor of Columbus, and to you, sir, I beg to say that the words of welcome which you have extended to us have made us feel already very much at home in your midst. Most of us have had the pleasure before of visiting in your beautiful city, and have tasted, to some extent, the hospitality of some of your citizens. We are glad to be here again. Those of us who have never been here before I am sure will take back with us the resolve that we shall come again. To those of us who

have been here before Columbus has grown and got so big that we don't recognize her at all, so that we will practically have to see the whole city again. We shall endeavor, as much as possible between our business and our work, to see as many places of interest in your beautiful capital as possible, and we feel that as we go hither and thither we shall be under your kind protection and hospitality.

Our Association is among the younger of the technical associations of the railroads in this country, and yet, as has been said by the President of one of the largest railway organizations in the country, we have accomplished some good. We believe we have a place in solving the great problem of transportation in this country. The rules and regulations adopted by the railroads of the country, governing the unloading and loading of cars more promptly, have resulted in benefit to shippers and receivers as well, because they receive their line of sales in a great deal more prompt manner than heretofore. Again we thank you, sir, for your kind invitation and hospitality.

Next, perhaps, it would be in order to mention the Secretary of the Board of Trade of Columbus, who has so eloquently depicted the hospitality and welcome of your city. We feel that in coming to Columbus and to Ohio we are coming among friends. We have had business communications and correspondence for the past eight years with business men in your city and in your state, and we have always found them reasonable, and we have always endeavored to be the same, and to give their claims and their correspondence courteous attention, and whenever possible, we have always tried to send you a little refunder. We know that the men in your organization, and in kindred organizations throughout the country, the large shippers who fill our cars and whom we try to induce to empty them quickly, can appreciate the import of these regulations. It has been well said by one in eminent authority that the organization of the Car Service Association by the railroads is one of the most important steps that have been taken by the railroads in the march of progress during the last 25 years. We feel that our

experience to some extent has illustrated the truth of that saying. We not only endeavor to benefit transportation, but in doing so we benefit commerce as well, because they are twin sisters and must go hand in hand, and, as has been well said, I think, by the Honorable Mayor, it is becoming more and more realized by the carriers on one hand and the great shipping public on the other. We have learned in recent years that our interests are not antagonistic; that they are identical. When we benefit one we are benefiting the other. We have felt that the great shipping public and the railroads have been brought closer together than they ever were before, and we believe that the Car Service Associations have played no unimportant part in that great move.

Last, but not least, to our railroad friends. To Mr. Chairman of the Reception Committee, who has done so much for our pleasure, while here, we thank you. To Mr. President of the Central Association of Railroad Officers, we fully appreciate the kind remarks you have given us. I believe that all the railway gentlemen here have risen from the ranks, and no doubt all know how pleasant it is for the rank and file to hear from their superiors that their work is appreciated. So we feel today after the kind words you have spoken to us. I feel sure that we shall all go back to our work resolved to do more than we ever did before to enhance the interests of the railroads and the great shipping lines of the country in whose service we are.

Again thanking you one and all for the kind words of welcome and hospitality, I thank you in the name of our Association.

H. C. FERRIS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, May 9, 1898.

Meeting called to order at 1:30 p. m.

In the absence of the Vice-President Mr. Connors was elected
President pro tem.

The following lines were represented:

Ann Arbor R. R.	MR. M. D. FOHEY	Trainmaster.
C. H. & D. Ry.	*MR. S. B. FLOETER	Supt.
C. H. V. & T. Ry.	MR. M. S. CONNORS	Supt.
F. & P. M. R. R.	MR. W. D. TRUMP	Gen'l Supt.
M. C. R. R.	MR. CLARKE HAIRE	Trainmaster.
Penna. Co.	MR. W. H. POTTER	Supt.
T. & O. C. Ry.	MR. T. F. WHITTELEY	Gen'l Supt.
Wabash R. R.	†MR. E. A. GOULD	Supt.
W. & L. E. Ry.	MR. J. N. MERWIN	Trainmaster.

*Represented by Mr. A. W. S. Irvine, Agent.

†Represented by Mr. Frank Clark, Agent.

The reading of the minutes of the previous meeting ~~was~~ ^{was}
dispensed with.

**Report of Interchange Inspection Operations for Month of
April, 1898.**

TRANSFER ORDERS ISSUED.

Account Condition of car	37
“ Dimension of car or lading	10
“ Overloading	2

DEFECT CARDS ISSUED.

Account defects existing on cars	623
“ partial transfers to repair drafts or centers	63
“ reloading spread or shifted lading	18
Defective cars passed on notation	286

Changes Proposed in Car Service Rules.

Proposed change in Car Service Rule II, Sec. D.
Original rule reads as follows:

“Until further notice cars loaded with Coal and Coke will be allowed to remain three (3) days on storage track without car service charge, in addition to 48 hours for unloading.”

Agreement entered into August 12 reads as follows:

“Until further agreement, car service will not apply at Toledo on Bituminous Coal, except after it has been placed on track for unloading. This ruling does not apply on coal delivered to roads at Toledo for private sidetracks by coal-receiving roads.”

Resolution offered by Mr. Sutherland March 14 reads as follows:

“Resolved, That free storage will not be allowed on any car after same has been subject to a switching movement.”

Rule VII, Sec. A. See page 123 March proceedings for old rule and proposed change.

On motion action on the above was postponed until the June meeting.

Annual Meeting of Car Service Managers.

Mr. Connors stated that the Columbus Division meeting would take place Tuesday, May 17, at 9:00 a. m., and explained that they were desirous of having as large attendance as possible to welcome the National Association of Car Service Managers, whose Annual Meeting will take place in Columbus on that date, and extended a cordial invitation to all members of the Toledo Division to be present.

On motion adjourned to meet Monday, June 13, 1898.

F. J. STOUT,
Vice-President.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,
Tuesday, May 10, 1898.

Meeting convened at 10:05 a. m.

Roads.

Representatives.

P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen. Supt.
“ “	W. E. BELL.....	Ass't Supt.
C. P. & St. L. R. R...C. MILLIARD.....		Superintendent.
R. I. & P. Ry.....	H. P. GREENOUGH....	Superintendent.
L. E. & W. Ry.....	H. A. BOOMER.....	Superintendent.
C. C. C. & St. L. Ry. J. W. RILEY.....		Superintendent.
T. P. & W. Ry.....	E. N. ARMSTRONG....	Gen'l Supt.
Vandalia Line.....	B. McKEEN.....	Superintendent.
P. D. & E. Ry.....	R. B. STARBUCK.....	Gen'l Supt.

VISITORS: J. W. Higgins, Supt. I. C., J. B. Ryan, T. M.,
P. D. & E. Ry.

B. McKeen was elected temporary Chairman.

Chairman: Does anyone wish the minutes of the April
meeting read? If not, they will stand approved as printed.

Chairman: There is nothing on the call; the Committee
on Subjects for Discussion have not been called together. I
suggest the Secretary get after that Committee.

President Starbuck in the Chair.

Secretary: I have a letter from the Interstate Commerce Commission as follows:

Interstate Commerce Commission.

Washington, May 3, 1898.

Mr. A. J. Elliott,

Sec'y C. A. of R. R. O., Peoria Division,
Room 27, Union Depot, Peoria, Ill.

Dear Sir: The Interstate Commerce Commission is desirous of obtaining for preservation in its library the proceedings and other publications of all the various organizations connected with the railways of the country. It intends to establish and maintain a railway library which will be practically complete in all branches, and thereby constitute a really valuable source of information for those who write concerning particular subjects, as well as those who call with a view to personally examine the documents or volumes. If, therefore, you can furnish a complete (or as nearly complete as possible) set of the published proceedings of the Central Association of Railroad Officers, Peoria Division, together with copies of addresses delivered before, or special reports submitted to, your organization, the favor will be greatly appreciated by the Commission. Please also place the Commission upon your mailing list for future reports and proceedings of your Association.

I enclose addressed penalty slip for your use in forwarding such documents as you can furnish.

Very respectfully,

(Signed) EDW. A. MOSELY,
Secretary.

Mr. Armstrong: I move this communication be referred to the Central Association proper, with the recommendation of this Division that one copy of each annually published proceedings be sent as requested, and that the name of the Interstate Commerce Commission be placed on the mailing list for monthly proceedings hereafter.

Seconded and carried.

Mr. Tompkins: I have letter from the local manager of the Western Union Telegraph Company:

Western Union Telegraph Company.

Peoria, Ill., May 10, 1898.

F. L. Tompkins, Esq.,
Superintendent.

Dear Sir: The wire used by the different railroads, known as the "P. & P. U. Pony," has been maintained by this company for many years free of charge, and find it very expensive. In view of this fact, it has been decided to charge a small rental of \$100 per annum for this service.

Have spoken to the different agents, who say the matter will be brought up at your meeting.

Very respectfully,
(Signed) E. ADAMS.

Mr. Tompkins: This matter came up by reason of the St. L. P. & N. making request for use of the pony wire in their office. Mr. Adams referred the matter to Chicago and Chicago asked for information. Years ago a Western Union lineman here, Mr. Panamour, put this wire up for his own use, and secured a little revenue from each company. The line, I understand, has also been in Kingman & Co.'s office all this time. That's all I know about it.

Mr. Riley: That was put up before the introduction of telephones. I don't think we need it now.

Mr. Armstrong: It strikes me the same way. How many roads would there be to divide the expense among?

Mr. Tompkins: There are thirteen roads here, and all use it except the St. L. P. & N., and I am not sure about the C. & A.

Mr. Boomer: I don't believe the wire is much good. Our operator has to call up on telephone and tell the party to answer.

Mr. Tompkins: It is something we don't care particularly about.

Mr. Armstrong: I move the communication be referred

back to Mr. Adams, with the statement that no one road cares to assume the bill and collect from the other lines, and that the only way would be for them to go to each individual road and ask if they want the wire, and tell them how much the Western Union want for maintaining it.

Seconded and carried.

Mr. Tompkins: Mr. Bosworth asked me to state to the Association that he expected to be here and go on that trip with us this afternoon, but was called away by the illness of his mother.

The President brought up a question on train rules, which was discussed informally. Adjourned 11:00 a. m.

R. B. STARBUCK,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, May 13, 1898.

Meeting called to order at 11:25 a. m., with Vice-President
Perkins in the Chair.

The lines were represented as follows:

Mo. Pac. Ry. Not represented.
M. K. & T. Ry. MR. A. T. PERKINS Supt. Term.
Wabash R. R. MR. C. B. ADAMS Supt. T.
" MR. J. A. HEETHER Trainmaster.
St. L. I. M. & S. Ry. . Not represented.
Term'l R. R. Ass'n . . . MR. EDW. DUNLOP Supt.
St. L. M. B. Ter. Ry. . " " "
St. L. & S. F. R. R. . Not represented.
Wiggins Ferry Co. . . MR. J. J. BAULCH G. F. A.
T. H. & I. R. R. . . . Not represented.
C. B. & Q. R. R. . . . MR. W. G. BESLER Supt.
" " . . . MR. J. A. CARNEY M. M.
" " . . . MR. W. S. GLOVER C. D.
St. L. K. & N-W. R. R. MR. A. T. PERKINS Supt. Term.
M. & O. R. R. Not represented.
L. & N. R. R. MR. W. S. MCCHESENEY, JR. Term. Supt.
B. & O. S. W. R. R. . MR. H. C. BARNARD Supt.
" " . . . MR. I. L. BURLINGAME . . Trainmaster.
" " . . . MR. J. M. DAVIDSON Agent.

C. C. C. & St. L.Not represented.
C. & A. R. R.Not represented.
T. St. L. & K. C. R. R. Not represented.
St. L. C. & St. P., and
 the C. P. & St. L.
 R. R. Co., of Ills. .MR. C. MILLARD.Supt.
L. E. & St. L. C. R. R. Not represented.
Ills. Cent. R. R.MR. H. McCOURT.Supt.
 “ “ MR. J. J. GAVIN.Trainmaster.
 “ “ MR. E. J. LAMPERT.Agent.
St. L. P. & N. Ry. . . .Not represented.
St. L. Transfer Co. . .MR. W. G. BESLER.
St. L. K. C. & C. R. R. Not represented.
Nat'l Stock Yards Co. MR. W. G. BESLER.

Reading of Minutes.

Vice-President: As the minutes of last meeting have been printed and distributed among the members, unless there are objections, they will stand approved as printed.

Unfinished Business.

Vice-President: We have a report due from the Committee on Rules for Interchange of Empty cars at St. Louis and East St. Louis, and as Chairman of the Committee I wish to state that I am afraid nothing can be done at this meeting in regard to the question, the reason being that although we have tried several times to arrange a meeting with the Committee of the Joint Car Inspection Association we have been unable to do so, some member of that Committee being out of town at the designated time. Mr. Rearden, of that Committee, has advised me that they will be unable to meet with us until next week.

The Committee has also attempted to have a meeting with the Superintendent of the Mobile & Ohio, but he also has been out of town a considerable part of the time, and we have been

unable to meet with him. I think that, unless the members have anything to say on the subject, the matter should be laid over to our next meeting. I believe that the matter can be finished before then, as the Joint Car Inspection Association has its meeting the coming week, and if we do not succeed in getting a meeting with the Committee of that Association we will go before the Association at its convention.

Mr. McChesney: I move that the Committee be given further time.

Seconded. Carried.

Vice-President: The Committee on Car Service at East St. Louis is still to be heard from.

Mr. Adams: I do not think that we can make a report today, Mr. Chairman. There has not been any change in the situation.

Reading of Correspondence.

Secretary: We have none.

New Business.

Mr. Adams: A matter was brought to the attention of the Wabash Road during last March, and we have given it quite a little study and investigation. Thinking that perhaps it might be of interest to the members of this Association, I will read the correspondence with your permission.

Subject: Damage to track from brine from refrigerator cars.
Topeka, Kansas, March 15, 1898.

Mr. H. L. Magee,
General Superintendent Wabash Railroad,
St. Louis, Missouri.

Dear Sir: This line and other western lines that handle fresh beef line refrigerator cars westbound, empty, are finding that the brine which drains from these cars is so rapidly rusting new steel rail that it has become a serious question.

On curves and at water and coaling stations we find a crust of rust a quarter of an inch thick on seventy-five pound rail laid only six months. The brine does not appear to drip in any considerable quantity when the car is under load, but only when it is empty. It seems that the owners of the car lines do not wish to clean out the salt and ice when the cars are emptied. Nearly all the cars have the drain openings in the left-hand corner of the car when facing the end of same, where the drip falls within a few inches of the rail.

I write to ask if you know of any remedy for this trouble, and what suggestions if you have heard any regarding it.

Yours truly,

AVERY TURNER,
Ass't Gen'l Supt.

Mr. Magee referred this letter to me and I in turn took it up with the Superintendents and General Roadmasters, and have replies from them. Mr. Adams, General Roadmaster of the Eastern Division, states as follows:

I herewith return correspondence in regard to brine damaging rails and other track appliances. I wish to state that we have experienced this same trouble for years.

The brine gets on the rails and makes a very heavy scale of rust. We have taken some off the rail, as much as half an inch, between Delray and Detroit. It is also very damaging to track bolts, and especially so as to the iron cattle guards. It has eaten out guards that have only been on the track for five years, so that many are now useless.

I think that a drain pipe could be put in that would not extend out more than to the edge of the car, and which would drain the cars so that the water would drop at the ends of the ties instead of on the rail, as it is now doing.

It is certainly doing serious damage to the rails.

Yours truly,

A. B. ADAMS,
General Roadmaster.

The Middle Division General Roadmaster is not aware of any particular damage that has been done.

Mr. A. S. Haynes, General Roadmaster of the Western Division, writes:

Referring to the attached. We have had very little trouble from the effects of brine dripping on the rail so far, but it has ruined nearly all of our metal cattle guards, and it also has a tendency to rust nuts on track bolts so that they can not be turned. It has also damaged switch rods to some extent.

Yours truly,

A. S. HAYNES,
General Roadmaster.

I returned these papers to General Superintendent Magee, with the suggestion that the matter be taken up in the General Superintendents' Association at Chicago, also with the Central Association, and further thought that we should in some way compel the private line refrigerator car owners to extend the drip pipe in such a position as to obviate the trouble. Mr. Magee seemed to think that we should have an auxiliary tank, but I think that if the drip was carried out to the end of the ties it would materially assist in reducing the trouble. One thing we are now doing is to open the drip cocks and drain the cars out before starting them out on the western trip. You understand that in charging these cars with ice they add ten percent salt, so that after the cars run for a time the water is quite salty. I think it would benefit the roads to have some joint action taken in the matter.

Mr. Besler: In this connection I wish to state that at about the same time that these papers started on the Wabash a similar paper started over the C. B. & Q. We made some investigation, and I believe that Mr. Carney can give you the result.

Mr. Carney: I can only speak for the St. Louis Division. We have not had any trouble with the track, but have found cases where the trucks and axles were very badly eaten out and we had to remove them. I think the matter should at once be

taken up, and my idea was to carry the drip to the center of the car so that the brine would fall on the ties; of course that would not harm the ties, and probably your cattle guards would be damaged, as well as crossings and frogs.

Mr. Adams: I will add that Superintendent Car Department of the Wabash, Mr. M. M. Martin, has made the same report as Mr. Carney; that is, that the trucks of these refrigerator cars are being damaged to such an extent that it has become necessary that they receive an especially rigid inspection, and instructions have been issued to that effect.

Mr. Barnard: I would like to ask Mr. Besler if he finds that the brine is damaging to the arch bars. We have had a number of cases of arch bars breaking that we have attributed to that cause.

Mr. Besler: I would say in answer that I believe that that was one of the causes that led up to the matter being investigated. As indicated by Mr. Carney, the damage to the trucks and arch bars because of the brine flying back onto them was more than the damage to the track. Our experience with the track is about the same as the Wabash has had, but we have not had a sufficient amount of trouble on account of this to make it a serious matter. Our Car Department was asked for suggestions looking toward better construction to get rid of this salt water.

Mr. Barnard: I think that if the Mobile & Ohio representative was present he would have something to say about it. I believe Mr. Clark wrote me some few months ago in regard to trouble they had in regard to arch bars.

Mr. McChesney stated in reply to question that he did not know of any cases in this regard.

Vice-President: I would like to ask if either of the Terminal Companies have had trouble in this respect.

Mr. Dunlop: For the Terminal Association I will state that we have not noticed any damage to track, although we realize that leaking brine must be very damaging to tracks. We have not observed any damage being done to the structures.

Vice-President: We have had some trouble in regard to damaged arch bars, and we received instructions some time ago to give them a particularly rigid inspection. My attention has not been called to any damage to the tracks, but I was interested in that matter and intended having it looked into pretty thoroughly after this meeting, but we have not had so far any damage to tracks that has been noticeable.

Mr. Baulch: The matter was not brought up so far as the Wiggins Ferry Co. is concerned, but it will receive attention now.

Vice-President: I move that a Committee be appointed to look into this matter and report.

Seconded by Mr. Dunlop.

Vice-President: It is moved and seconded that a Committee be appointed to look into the matter of damage to tracks and equipments from the drainage from private and other refrigerator cars.

Carried.

The following Committee was appointed: C. B. Adams, Chairman; W. G. Bayley and H. McCourt.

Vice-President: I would like to ask the members if they have had any trouble with the transportation of nitric acid. I have sent out a letter to several of the roads asking for information. We have had on our system within the past year three cars destroyed because of breaking of carboys and leakage of acid. One case was that of a box car loaded with carboys, one was a tank car and the other a box car. In the box cars it was supposed that the fire originated from breakage of carboys and the acid setting fire to the dry hay with which the boxes holding the carboys are packed. The last case mentioned occurred about two weeks ago. I have been around to the various chemical works in the city and find that nitric acid is put in carboys packed in boxes with dry hay or straw. The stopper of the bottle is covered with clay, around which a piece of burlap is tied. Now the carboys are rather frail, and unless the packing is placed about them rather carefully the bottle is liable to be-

come broken. At the Grasselli Works in Chicago they saturate the hay with a solution of slaked lime, which they claim prevents this trouble of acid setting fire to same.

Mr. Barnard: The B. & O. have had several cases that have proven very expensive. In one case, the breakage of one of these carboys, the fumes of which destroyed a carload of expensive drygoods, the B. & O. had to pay claims for the entire carload. The damage to the car was not discovered until it arrived at destination, although we immediately unloaded the car into which the acid had been placed. Fortunately we discovered the breakage before the car left the platform or the loss would probably have been greater.

We have issued instructions in regard to the loading of this acid, but I am not prepared to say whether or not it would be best to load it into stock cars or in an open car; what effect that would have I do not know.

Mr. Perkins: I find that the heat of the sun will not have any effect upon it. It is put into the carboys at a temperature of about one hundred and twenty degrees. One thing that this matter has taught us is to load it in the open door of the car so that it may be taken out quickly if necessary.

Mr. Carney: Nitric acid is a chemical compound composed of hydrogen, oxygen and nitrogen, and is a strong oxidizing agent. When it comes in contact with hay or straw it produces a slow combustion, and oftentimes the heat developed is sufficient to ignite the straw.

The breakage of carboys is due probably to careless switching or poor packing, or the nitric acid may fill the carboy so full that there is not room for the expansion of the acid. The breakage of a carboy by any of these means would, under favorable conditions, produce fire.

Pure nitric acid is unaffected by ordinary temperature, but it undergoes a slow decomposition by the action of light, producing a gas composed of nitrogen and oxygen. Sufficient quantities of this gas may accumulate to either blow out the stopper or break the carboy.

The scheme of saturating the packing with slaked lime is very good, but it does not do away with the liability of fires, because the action of nitric acid on lime produces sufficient heat, which, under favorable conditions, would produce combustion in inflammable material around it. The action of nitric acid on slaked lime is of a nature similar to that of water on burnt lime; the union producing great heat.

It is possible and quite feasible to pack carboys in asbestos or a good quality of mineral wool. Neither of them are affected by acid, but they will not prevent the acid from getting out in the car should the carboys break.

Vice-President: That they are now doing when packing the acid in bottles at the Grasselli Works in Chicago, but not when packing in carboys.

Upon motion the meeting adjourned at 12:00 m.

A. T. PERKINS,
Vice-President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., May 11, 1898.

Meeting was called to order at 2:15 p. m. by Vice-President Carson.

The representation was as follows:

A. T. & S. F. Ry.....MR. J. W. STARR.....Supt. Ter.
C. & A. R. R.....(Not represented.)
C. R. I. & P. Ry.....MR. J. R. BLAIR.....Trainmaster.
H. & St. J. R. R.....MR. E. G. FISH.....Ass't Supt.
".....MR. J. W. MULHERN....Trainmaster.
K. C. F. S. & M. R. R..MR. H. S. MITCHELL....Div. Supt.
".....MR. W. H. CHURCHILL..Asst. T. M.
C. M. & St. P. Ry.....MR. D. W. RIDER.
M. K. & T. Ry.....(Not represented.)
C. G. W. Ry.....MR. G. M. JORDAN.....Agent.
K. C. O. & S. Ry.....(Not represented.)
K. C. St. J. & C. B. R. R..MR. E. G. FISH.....Ass't Supt.
Mo. Pac. Ry.....MR. C. E. CARSON.....Supt. Ter.
Un. Pac. Ry.....(Not represented.)
Wabash R. R.....MR. JAS. LAUGHLINTrainmaster
".....MR. U. B. DARNALL....Agent.
K. C. N. W. R. R.....MR. R. P. ISITT.....Agent.
K. C. P. & G. R. R.....(Not represented.)
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
Union Depot Co.....(Not represented.)

VISITOR: Mr. C. W. Sanford, Manager Missouri Valley Car Service Association.

President: As the minutes of the last meeting have been printed and distributed, if there are no objections they will stand approved.

President: Is there any unfinished business?

Secretary: The only thing under that head is the matter of "short house" checking, which was submitted to letter ballot. The vote as it now stands is nine for and three against the resolution, and four lines have not voted. Of the nine votes in favor of the resolution six are on the condition that it be unanimous.

Mr. Mitchell: It seems to be evident that it can not be carried unanimously; as it can not be carried so, it would not be effective, and I would therefore move that the matter be tabled indefinitely, and the Local Agents' Association advised of our action.

The motion was seconded and carried.

President: I believe we have a Committee to report on the subject of needed legislation to break up the stealing of equipment from cars.

Mr. Fish: As Chairman of the Committee, will say that we have secured copies of the statutes of Illinois and Kansas on this subject, and also a letter from Mr. Grover, attorney for the Wabash Railroad, relative to the Missouri law, which I will ask the Secretary to read.

The Secretary read as follows:

St. Louis, Missouri, April 28, 1898.

J. S. Goodrich, Esq.,

Supt., Moberly, Missouri.

Dear Sir: With reference to enclosed correspondence between Mr. Garrigues and yourself, I beg leave to say that, while the statute of Illinois makes it a felony to steal brasses from a railroad car, yet it has been found from practical experience that the law is a dead letter by reason of the fact that very few grand juries can be found willing to indict a man for so small a thing as that. The law of Missouri provides that if any larceny be

committed in any dwelling house, or in any boat or vessel, or any railroad car, or stealing from any person in the night time, if the value of the property taken is \$30 or upwards, the offender shall be punished by imprisonment in the penitentiary not exceeding seven years. Petit larceny, under the law of Missouri, is the stealing, taking or carrying away of any personal property or effects of another, under the value of \$30, and the party convicted of this last-named offense may be punished by imprisonment in the county jail not exceeding one year, or by fine not exceeding \$100, or by both such fine and imprisonment.

In my opinion the two sections above quoted of the laws of Missouri are all the legislation that we need upon the subject.

If the brasses stolen were less than \$30 in value, a jail sentence of one year, or a fine not exceeding \$100, or both such fine and imprisonment is a pretty severe penalty to inflict on a person for stealing a few brasses. I think if we attempt to enact the Illinois statute on this subject we will find it difficult to enforce. As the law now is in Missouri, if the brasses are worth \$30, then it is a penitentiary offense to steal them, and I think it is as severe a punishment as we will be able to persuade any legislator in this state to inflict. For that reason I do not recommend that any effort be made to change or enlarge upon the existing laws of Missouri upon this subject.

Yours truly,

(Signed) GEO. S. GROVER.

Following are the statutes of Illinois and Kansas on the subject:

An Act to punish the crime of stealing or malicious removal of journal bearings, fixtures or attachments from locomotives, tenders, freight or passenger cars.

Removal of Journal Bearings, etc. Penalty.—Section 1. Be it enacted by the people of the State of Illinois represented in the General Assembly, That any person or persons who shall remove, take, steal, change, add to, take from, or in any manner interfere with any journal bearings or brasses, or any of the

parts or attachments of any locomotive, tender or cars, or any fixture or attachment belonging to, connected with or used in operating any locomotive, tender or car owned, leased or used by any railroad or transportation company in the state, shall be subject to punishment by imprisonment in the penitentiary not less than one nor more than five years, in the discretion of the court or jury before whom the cause is tried; provided, that upon a plea of guilty being entered the court may fix the penalty prescribed herein; provided further, that if the removal of such journal bearings or brasses, fixtures or attachments, as aforesaid, shall be the cause of wrecking any train, locomotive or other car in this state, whereby the life or lives of any person or persons shall be lost as a result of the felonious or malicious stealing, interfering with or removal of the fixtures aforesaid, the person or persons found guilty thereof shall be liable for murder as in other cases.

This law was approved June 1, 1889, in force July 1, 1889.

General Statutes of the State of Kansas for 1889:

Sec. 2212. If any larceny be committed in any railway depot, station house, telegraph office, passenger coach, baggage, express or freight car, or any caboose on any railway within the state, the offender may be punished by confinement at hard labor not exceeding seven years.

President: It is evident from Mr. Grover's letter that he does not fully appreciate the seriousness of the offense of the removal of brasses, that it is liable to cause wrecks and perhaps loss of life. It would seem that the statute of Missouri is lame in that respect.

Mr. Mitchell: Isn't it a fact that the Missouri law has not been enforced in its utmost severity, which admits of imprisonment in the county jail for one year? I think there are very few of such depredators who have been punished so severely. It looks as though they might be amply punished if the law was pushed as it should be. I am inclined to agree with Mr. Grover that a year for the stealing of a brass or two would probably be sufficient punishment. The impression I had at the

last meeting was that in Missouri a jail sentence of 30, 60, or 90 days at the outside, was the utmost that could be given.

President: I understood that they could be given a year, but it has seemed to me all along that we should consider this a serious offense, and I think it should be punished accordingly.

Mr. Rider: I don't think the Missouri law offers sufficient punishment. The stealing of brasses is liable to cause loss of life besides the damage by cutting journals, and that is expensive.

Mr. Mitchell: I would move that the report of the Committee be accepted and the Committee discharged; that the report be printed in the minutes of the Division, and that the Secretary be instructed to communicate with the Secretary of the Peoria Division and ascertain from him whether convictions have been secured under the Illinois Statutes for stealing brasses and other car fixtures.

Motion was seconded and carried.

President: If there is no new business, we have two questions that were left over from the last meeting to be discussed. The first is, "Is there any advantage in rating trains on a tonnage basis? What roads employ that system?"

Mr. Mitchell: I am really ashamed to say that the Memphis still rates trains by cars, although we do pay some regard to the character of the loads, but we shall make some tests this summer that will enable us by fall to decide upon a system of rating by tonnage. As soon as we have made these tests we shall put the tonnage rating into effect. In my opinion it is the only way to rate trains.

Mr. Fish: The Hannibal and K. C. St. Jo. & C. B. are working under the tonnage system. As Mr. Mulhern is here today, and is better prepared to judge as to the practical working of the system, I should like to hear from him.

Mr. Mulhern: I have had experience in the rating of trains both by carloads and by the tonnage system. We placed the Hannibal & St. Jo. on the tonnage system January 15, 1897. We went at it first to have the engineer get up a graded sched —

ule for the tonnage of engines, in accordance with the grades. Then we had the master mechanic work with the engineer, but neither of the systems produced by the chief engineer or the combination of the master mechanic and engineer was at all satisfactory. The only way you can get at a proper schedule of tonnage for engines is by practical tests, which we went about to get up in December, but were unable to put into effect on January 15.

We find since putting the schedule into effect that we have handled from one and a half to three more loads per train than we were handling under the old system. We can not hope for a greater increase in cars per train in the future on account of the larger number of cars of increased capacity being put in, which, while it increases the tonnage per car per train, gradually decreases the cars per train, also decreasing the wheelage base which cuts quite a figure in the rating of engines on a tonnage basis.

Of course there are times when you will get a train rated too heavy, but altogether it has proved very satisfactory on the Hannibal & St. Jo., and I believe on the entire Burlington System.

Mr. Laughlin: The Wabash is handling freight trains on a tonnage basis, with the exception of local trains. With them it is a hard matter to average what an engine should pull on account of the number of short loads and merchandise cars, that are usually called local cars, to load and unload freight at stations. But our other trains are having a great deal of success in handling the traffic in this manner, and our increase of cars per train runs from two and a half to about four and sometimes five cars over the old system.

Mr. Blair: I will say for the Rock Island that we have been using the tonnage basis for over a year, and it is working entirely satisfactorily. We have what we call first, second and third class, which is controlled by the conditions of the weather and also as to whether fast or slow train.

If a conductor picks up a car or sets out a car he makes a

report of the tonnage, and an accurate account is kept of the number of tons handled all over the system.

Mr. Mulhern: The principal trouble about rating engines on the tonnage basis is to be found with the billing clerks in the freight house, in giving the correct number of tons on the way-bills instead of guessing at it. In the start we experienced some trouble from that source.

Mr. Starr: The Santa Fe is handled entirely on a tonnage basis. It was made a matter of logical experiment with us and put into effect about two years ago. It has been changed from time to time as practice showed it to be necessary. We are getting it down now to a very satisfactory basis, and, as Mr. Laughlin says, the increase in cars moved per train is from two to four.

Raising the point Mr. Mulhern spoke of, we have what we call a tonnage clerk in our freight house, who does practically nothing else than keep an exact record of every pound of freight taken from the truck at the time the shipment is loaded, and when the car is closed he knows within a few pounds the exact weight of the contents. Our classification shows the estimated weights to be added to that for the weight of the cars, depending on the capacity and class. I don't recall the figures, but there is a different weight given for a box as against a refrigerator; for a stock as against a caboose. This is estimated, but otherwise the actual tonnage is used and added to the estimated weight of the car, and these estimates are used in every case in every freight house all over the system.

Mr. Mulhern: We estimate the light weight of the cars, but the actual weight of the freight is added to that. It is hard to get the bill clerks in the start to add the light weight and the contents together and show the tonnage in tons on the way-bill. Ours have got it down so now that we don't experience any further trouble.

President: I will say for the Missouri Pacific that we are not as yet working on the tonnage basis, although our yardmasters are instructed to use some judgment in the making up

of trains. That is, they are not to put as many cars of meat or grain in a train as if the cars were loaded with straw hats and baskets.

We are at the present time making some tests which we expect to have completed within the next month, with a view of adopting the tonnage system on our road.

I am and always have been a very ardent advocate of that manner of rating trains. In fact, when I was yardmaster I was frequently able to put two, three or four more loads on a train when I could do so without the engineer knowing it. On the road that I worked for twenty-eight loads was supposed to be a train, and most of the engineers would insist on handling only that many cars of merchandise, and it was only by trickery on my part that they were made to handle more. I always observed that trains handling merchandise, even if they had five or six more cars on them, never doubled hills, while the other trains with less very frequently doubled hills.

I think that all the roads in the country will come to the tonnage basis sooner or later.

Mr. Blair: How do the roads do in regard to tonnage of ice in refrigerator cars. Do you make any allowance for it?

Mr. Starr: We don't.

Mr. Blair: Our conductors have orders to allow three thousand pounds for ice.

Mr. Darnall: Mr. Mulhern speaks about clerks being negligent in putting the weights on the bills. We find the trouble is in getting the tonnage of cars billed either at the maximum or minimum weight, and when the car goes to the yard and is weighed it outweighs the estimate, but the way-bill is already marked with the tonnage.

Mr. Blair: Who would watch this car to see whether the train was overloaded?

Mr. Starr: With us that is attended to by the man who cards the car with a tonnage card. He has instructions to watch that point.

Mr. Isitt: We don't bill cars until they are weighed. That is, at terminal stations.

Mr. Jordan: The Chicago Great Western are using the tonnage system, and have been for two years. I understand it has been very satisfactory.

Mr. Laughlin: I would like to ask Mr. Mitchell if in making tests he allows anything for friction in handling a very long string of empties.

Mr. Mitchell: We haven't got to that point yet, but we shall.

Mr. Blair: We reduce ten percent for over thirty cars.

President: The other question is, "Can there be any improvement in the interchange of transfers at Kansas City?"

Mr. Starr: I had a little case with Mr. Churchill, the consideration of which has helped us very materially. If the Rex Mills, for instance, placed an order for ten sixty thousand capacity cars from the Scott, and Mr. Churchill being unable to furnish ten sixty thousand, but could furnish fifteen forty thousand, he would set us fifteen cars without our knowing anything about it, the only order we had being for ten cars from the Scott. Mr. Churchill and I agreed that whenever they could not furnish cars of the required capacity that they would notify us of the additional number required to take care of the tonnage. Since making that agreement we have had less trouble and necessity for setting back cars for which we had no orders. At the Rex Mills it has worked very satisfactorily. We were continually setting back cars because they were giving us more cars than we had orders for. We finally found out that it was because of their not having cars of sufficient capacity. Since adopting this plan it has reduced the amount of switching quite a little item between the two lines.

Mr. Blair: On account of the manner in which we receive transfers from connecting lines it is often a very hard matter for us to furnish cars on orders. We often call up the Santa Fe and ask them if they will accept a car for Charley Weil, for instance, and they will say they haven't received any order. I

would like to ask Mr. Starr if their reason for compelling industries to call on them and they call on us is to keep from setting extra cars to those industries.

Mr. Mitchell: I think the better plan is to place the orders through the road.

Mr. Starr: Taking the case cited by Mr. Blair, where we failed to take a car for Weil. We might have in our yard the very car wanted by Weil, and there would be no necessity for setting us a car. In addition to that there is the feature of keeping track of the handling of the cars through the accounts.

Mr. Blair: But suppose you should furnish a leaky car?

Mr. Isitt: I would remind Mr. Blair that elevators are expected to cooper their own cars. If they load without inspecting them they would be responsible.

Mr. Rider: We want to order the cars from connecting lines, if we can't fill the order from our yard. We expect the elevator or mill to examine the car and see that it is all right. I think Mr. Isitt is right about that.

Mr. Jordan: We had seven cars returned to us from an elevator that they would not load on account of their condition. The cars had been inspected by their men.

On suggestion of Mr. Mulhern it was decided to postpone further discussion of this question until the next meeting, and that the general yardmasters be notified to attend the meeting and take part in the discussion.

There being no further business, the meeting adjourned.

C. E. CARSON,
Vice-President.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

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1898.

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CINCINNATI DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, June 14, 1898.**

Meeting called to order at 11:05 a. m., with President
Lewis in the chair.

The following lines were represented:

- C. C. & St. L. Ry....MR. G. W. BENDER.....Supt.
 " " MR. J. R. CAVANAGH.....Supt. C. S.
 " " MR. F. M. LAWLER.....D. M. M.
 " " MR. MASON RICKETS.....D. M. M.
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 " " MR. C. H. HOWARD.....Supt.
 " " MR. C. C. RILEY.....Supt. C. S.
 " " MR. JOHN HAIR.....D. M. M.
C. H. & D. Ry.....MR. A. GALLOWAY.....Supt.
 " " MR. G. H. WALDO.....Supt. C. S.
C. & O. Ry.....MR. GEO. W. LEWIS.....Supt.

VISITOR: Mr. Clayton E. Strong, Special Agent, Erie R. R.

Reading of the minutes of the previous meeting was dispensed with.

**Result of Letter Ballot on Report of Special Committee on
Switch Cars.**

The Secretary read report of letter ballot, which was as follows:

<i>Yea.</i>	<i>Nay.</i>	<i>Not heard from.</i>
C. C. C. & St. L. Ry.,	C. H. & D. Ry.	P. C. C. & St. L. Ry.,
Erie R. R.,		C. N. O. & T. P. Ry.
B. & O. S-W. Ry.,		
C. & O. Ry.,		
L. & N. R. R.		

As the exception to the rules taken by the C. H. & D. Ry. was limited to Rule 3, after discussion it was moved and carried "that Rule 3 be referred to a new Committee of three to suggest, if possible, something satisfactory to all concerned."

The Chair appointed as that Committee Messrs. Galloway, Cavanagh and Riley.

**Presentation of Paper by Mr. Geo. W. Lewis on "Handling
Freight Through Terminals."**

It was moved and carried "that Mr. Lewis be granted further time in which to present his paper on the above subject."

**Arranging for Attending the Annual Meeting of the Central
Association at Indianapolis.**

Mr. Galloway, on behalf of the C. H. & D. Ry., and Mr. Bender, on behalf of the C. C. C. & St. L. Ry., extended the courtesies of their respective lines to the members of the Cincinnati Division attending the Annual Meeting.

It was moved and carried "that the Secretary communicate with the members of the Cincinnati Division, advising them that it is the intention of this Association to attend the Annual Meeting in a body, leaving Cincinnati on Monday, July 11, at

20 p. m., via the C. H. & D. Ry., returning from Indianapolis via the C. C. C. & St. L. Ry., and asking how many would aid in order to arrange transportation accordingly."

Member Proposed.

The name of Mr. C. A. Wilson, Chief Engineer C. H. & D., was proposed for membership and duly elected.

On motion meeting adjourned at 11:35 a. m.

C. W. LEWIS,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, June 6, 1898.**

President Bickell being absent, the meeting was called to order by the Vice-President, J. W. Riley.

The following lines were represented :

C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent	-
P. & E. Ry.....	J. W. RILEY.....	Superintendent	-
P. C. C. & St. L. Ry..	J. S. MAY.....	Superintendent	-
" "	..... Wm. SWANSTON.....	Master Mechanic	-
C. H. & D. Ry.....	A. GALLOWAY.....	Superintendent	-
I. U. Ry.....	A. A. ZION.....	Superintendent	-
L. E. & W. Ry.....	I. W. KURTZ.....	D. M. M.	
" "	..... M. P. DENISTON.....	Trainmaster.	
C. I. & L. Ry.....	A. J. O'REILLY.....	Gen. Agent.	
Vandalia.....	O. E. RAIDY.....	Trainmaster.	

VISITOR: C. F. Kearney, Chief Clerk P. C. C. & St. L. Richmond Division.

The minutes of the last meeting stood approved as printed

Unfinished Business.

The only unfinished business on hand was in the nature of Committee reports.

The Secretary submitted the following report from the Standing Committee on Interchange:

Indianapolis, Ind., May 27, 1898.

Mr. G. B. Staats,
Secretary.

Dear Sir: Herewith all papers in connection with controversy between the Lake Erie & Western and the Vandalia, together with report of the Standing Committee, signed by Messrs. Lawler, Graves, Mansfield and myself. Messrs. Raidy and Kurtz have been omitted, as their roads are interested. Mr. Zion also thought that he had better not express an opinion.

Yours truly,

WM. SWANSTON,
Chairman.

Case No. 20. Responsibility for wrong material and Belt trackage charge. Car B. G. L. No. 416. L. E. & W. vs. T. H. & I.

Indianapolis, Ind., April 30, 1898.

To the Officers and Members of the Central Association of Railroad Officers, Indianapolis Division.

Gentlemen: Your Committee, to whom were referred the papers in the controversy between the L. E. & W. and Vandalia Railways, in regard to which company should pay for the extra movements of B. G. L. 416 over the Belt Road, find that B. G. L. 416 was delivered by the L. E. & W. to the Vandalia in apparent good order; on its return to the L. E. & W. from the Vandalia it was found that some wrong material had been applied in making repairs, and the L. E. & W. asked the Vandalia for a defect card to cover the wrong material, which was refused by the Vandalia on the ground that they did not make any repairs and did not apply the wrong material in question, and quote M. C. B. Rule 3, Sec. 1, which says that delivering roads shall not be required to give card for improper repairs not made by it. The Vandalia state that the car was off of their line

between the time of its arrival from the L. E. & W. and its return to the L. E. & W., and that the repairs were made and the wrong material applied while it was off of their line.

Sec. 34 of Rule 3 is referred to by both parties. This says that the company making improper repairs are solely responsible to the owners, except in some cases which do not enter into this controversy. This rule also states that the company making improper repairs shall put a defect card on the car to cover the wrong repairs, and it appears that this part of the rule was not complied with by the road making repairs. The defects for which the L. E. & W. asked the Vandalia to furnish defect card were: three wrong brake levers, two wrong brake forks and nine key bolts $\frac{3}{4}$ inches instead of $\frac{7}{8}$ inches. The use of this material did not endanger the safety of the car, and the L. E. & W. proposed to accept the car and forward it, provided the Vandalia Line would assume the expense if any were caused by the refusal of the road to which the L. E. & W. delivered the car; this, however, was not agreed to by the Vandalia.

Decision.

This case involves repairs which, if they had been properly made, are chargeable to the owner of the car, and the M. C. & St. L. Rules provide ample protection in such cases without the action of roads intervening between the one making the wrong repairs and the owner. The fact that the road making the repairs did not attach a repair card is evidence that they had no intention of charging the owners, but if they did, the owners would then know who had made the wrong repairs and counterbill for the wrong material.

Under the circumstances the company that made the improper repairs are the only parties that suffer any loss, and intermediate roads should not ask or give defect cards in such cases. In the opinion of the Committee, the L. E. & W. should not have asked for the defect card, nor should they have returned the car on the refusal of the Vandalia Line to give a

card, and for these reasons the L. E. & W. should pay for the extra trackage over the Belt Road.

WM. SWANSTON,
M. W. MANSFIELD,
GEO. H. GRAVES,
F. M. LAWLER.
Committee.

On motion duly seconded the Committee report was sustained and the Secretary directed to furnish a copy of the report to the two roads interested, including a copy to the Secretary of Car Foremen and Inspectors' Association.

In discussing the report, Mr. I. W. Kurtz, of the L. E. & W., took exception to the finding of the Committee on the ground that the car was not safe to run with $\frac{3}{4}$ -inch key bolts in place of $\frac{7}{8}$ -inch.

In connection with arrangements for the Annual Meeting, the Secretary next read the following report:

Indianapolis, Ind., June 6, 1898.

Mr. President: Your Committee on Arrangements for the Annual Meeting of Central Association of R. R. Officers, to be held in this city July 12 and 13, beg leave to report the following on hotel accommodations.

Prices per day were requested from the Grand, Bates, Denison and English Hotels. Following figures were received in reply:

<i>Hotels.</i>	<i>Rates.</i>	<i>Remarks.</i>
The Grand	\$2.50 per day each.	Furnish Committee Rooms Free.
The Bates	\$2.50 to \$3.00 per day without bath, 3.50 to 4.00 " " with " 3.00 to 3.50 " " each person when two persons occupy same room with bath.	Assembly and Committee Rooms Free.

<i>Hotels.</i>	<i>Rates.</i>	<i>Remarks.</i>
The Denison	\$2.50 per day each for Court Rooms.	
	3.00 " " " " single with bath	Parlors,
	2.50 " " " " single with bath for	Assembly and
		Committee
	3.50 " " " " rooms with bath	Rooms Free—
		and upward.
The English	\$2.00 to \$3.00 per day American Plan	Assembly and
	1.00 and upward European Plan	Committee
		Rooms Free.

After a personal inspection of facilities offered by the various hotels, your Committee have decided that the Denison Hotel would best suit our visiting guests, and recommend that this hostelry be made the Official Headquarters for the officers and members that attend the Annual Meeting here next month. Further recommend that the Secretary be instructed to notify Mr. O. G. Fetter, Secretary of Central Association, to this effect— All of which is respectfully submitted.

Yours truly,

A. J. O'REILLY,
G. B. STAATS,
Committee.

The foregoing was on motion unanimously adopted, and the Secretary was requested to notify the Secretary of the Central Association accordingly.

The Reception Committee, G. W. Bender, Chairman, reported that they would be in readiness to meet visiting members and look after their welfare.

The Committee on Entertainment, J. W. Riley, Chariman, reported progress; that they expected to complete arrangements for the entertainment of visitors as follows:

1. Trip around the Belt Railway.
2. Trip to the top of the Soldiers' Monument.
3. Carriage drive over the city for the ladies.
4. Street car ride to one of the parks, etc.

The Secretary to be definitely advised the latter part of the week, or in ample time to advise Secretary Fetter.

Mr. O. E. Raidy stated that he expected to have his paper, *Landling Freight Trains Partially Equipped with Air*, in readiness for the Annual Meeting.

New Members.

The following were unanimously elected members of the Indianapolis Division:

C. E. Vorhis, Trainmaster C. H. & D. Ry., Cincinnati; A. Ball, Assistant Superintendent M. P., C. H. & D. Ry., Cincinnati.

Communications Received.

By request the Secretary read the following:

Indianapolis, May 5, 1898.

Mr. G. W. Bender,
Superintendent.

Dear Sir: I have had the matter up with Superintendent [redacted], of the Indianapolis Union Ry. Company, relative to scheduling our trains out of Indianapolis Sunday evening during the summer season, and have suggested to him that I thought it would be a good plan to have roads running out of Indianapolis agree as to what particular time they would be willing to have their excursion trains scheduled out of Indianapolis in the evening. This in order that there may be some understanding, with a view to preventing several roads trying to get their trains out at one time. I wish you would bring this matter up at the next meeting of the operating officials and we will have it discussed.

Yours truly,

J. Q. VAN WINKLE.

A general discussion followed the reading as to the best method of handling the trains with view of causing the least detention and at the same time to give all lines an equal showing in getting their trains out. It was the sense of the majority present that the matter should be left in the hands of the Superintendent of the I. U. Ry. Co., as has been the custom heretofore, with the understanding that each road running excursion trains will notify the Superintendent of the Union Ry. Co. at an early day as possible in advance of the day on which the excursions are to be run, giving the number of trains, the number of coaches, time of arrival and departure at Union Station. With this information, the Superintendent of the Union Railway Company will at such times as may be necessary prepare a schedule, assign the trains to particular tracks, making the time of departure correspond as nearly as possible with the time furnished by the respective roads. Mr. Zion to notify the Yardmasters of the various lines as to time when empty trains are to be placed in the station to be loaded and the track to be used; this notice to be given by telephone as early as practicable. It is also important for the prompt handling of trains that the respective roads set their trains in station at time designated by the Superintendent of the Union Railway Co., and that trains depart promptly at time advertised, so as to make track room for the other trains. It is also suggested that the several roads consult the Union Railway time-table and arrange to run excursion trains in and out at such times as will not delay or interfere with regular trains. The Superintendent of the Union Railway Company requests that not more than twelve cars be hauled in any one train, as that is as many as can be taken care of on either one of the tracks in the station.

Attention was next called to the following communication :

Washington, May 3, 1898.

Mr. G. B. Staats,

Sec'y C. A. of R. R. O., Indianapolis Div.,

Indianapolis, Ind. (I. & V. R. R.)

Dear Sir: The Interstate Commerce Commission is desirous of obtaining for preservation in its library the proceedings and other publications of all the various organizations connected with the railways of the country. It intends to establish and maintain a railway library which will be practically complete in all branches, and thereby constitute a really valuable source of information for those who write concerning particular subjects, as well as those who call with a view to personally examine the documents or volumes. If, therefore, you can furnish a complete (or as nearly complete as possible) set of the published proceedings of the Central Association of Railroad Officers, Indianapolis Division, together with copies of addresses delivered before, or special reports submitted to, your organization, the favor will be greatly appreciated by the Commission. Please also place the Commission upon your mailing list for future reports and proceedings of your Association.

I enclosed addressed penalty slip for your use in forwarding such documents as you can furnish.

Very respectfully,

EDW. A. MOSELY,

Secretary.

(Enclosure.)

On motion the same resolution adopted by the Peoria Division was passed, viz. : "That the communication be referred to the Central Association proper, with recommendation of this Division that one copy of each annually published proceedings be sent as requested, and that the name of the Interstate Commerce Commission be placed on the mailing list for monthly proceedings hereafter."

The Secretary also reported having received the following:

A. Copy of report of The Interstate Commerce Commission vs. The East Tennessee, Virginia & Georgia Railway Company, *et al.*, in regard to charging less for longer than for shorter distances.

B. Copy of a letter from the Interstate Commerce Commission in response to resolutions of the Senate of December 7, 1897, pertaining to the use of safety appliances on cars and engines.

The Secretary was requested to obtain a few copies of the foregoing for distribution among members desiring them.

The following is a portion of the minutes of the Car Foremen and Inspectors' Meeting, held May 18, 1898:

"Mr. Pugh stated that the matter in regard to carding for wrong brasses had not been decided; that in his opinion a wrong brass was cardable; that he did not think it was a concealed defect in the meaning of the rules, and that a concealed defect was on the inside of the car.

"The Chair stated that his road (The Big Four) frequently put wrong brasses on without carding the car, in order to expedite the movement of the freight.

"Mr. Pugh stated that the Panhandle was demanding cards right along for cars that arrived in their shops with wrong brasses, and were getting them.

"The Chair stated that his road acted on information gained on this subject from cases decided by the Arbitration Committee, which were later decisions than the book of rules.

"Mr. Hayes: I think that we ought to comply with the book of rules, irrespective of the arbitration cases, for the arbitration cases are only a settlement of two individual roads. There are thousands of our inspectors who do not get these decisions, and what they have to go by is the annual book of rules, and they ought to be carried out strictly to the letter until another book of rules is established.

"After some further discussion this matter was voted laid over until the next meeting, and the Chair was requested to bring some of the decisions of the Arbitration Committee referred to, in order that the rules might be thoroughly understood before action was taken in the matter.

"Mr. Pugh: Mr. President, I would like to go back to the March minutes, if I am not going too far back, and ascertain what was decided in regard to charges and credits to be allowed in applying automatic couplers.

"The Chair: It was decided at that meeting that this matter did not appertain to the inspectors, as the charges were made by the clerks in the office of the Master Mechanic.

"Mr. Hayes: That is a subject that the men ought to understand, for time and time again they might benefit their own company by knowing the prices."

Meeting adjourned at 3 p. m.

J. W. RILEY,
Vice-President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 2, Union Passenger Station,
June 15, 1898.

Meeting called to order at 1:30 p. m., by First Vice-President
English.

The following lines were represented:

C. C. C. & St. L. Ry	MR. T. J. ENGLISH.
P. C. C. & St. L. Ry	MR. G. L. PECK.
“	MR. E. MORRELL.
B. & O. S-W. Ry	MR. W. H. BRIMSON.
B. & O. R. R.	MR. J. H. GLOVER.
“	MR. J. M. HOST.
C. H. V. & T. Ry	MR. M. S. CONNORS.
Z. & O. R. Ry	MR. J. S. GILLESPIE.
T. & O. C. Ry	MR. J. F. ANGELL.
N. & W. Ry	MR. J. ROBINSON.

Unfinished Business.

On motion of Mr. Brimson, seconded by Mr. Connors, read-
ing of the minutes of previous meeting was dispensed with.

Minutes of meetings of the Yardmasters' Association, Exec-

ive Committee on Joint Car Inspection, and Columbus Association of Car Foremen were read, and on motion by Mr. Morrell, seconded by Mr. Glover, same were ordered received and placed on file.

Reports of Committees.

Report of Committee on the question of placing Car Service charges in the hands of the Superintendent of Car Service for collection:

Springfield, O., May 14, 1898.

Mr. G. L. Peck,

Supt. P. C. C. & St. L. Ry., Pittsburgh, Pa.

Dear Sir: I have, through Superintendent Berry, taken with the agents of the various lines at Columbus the question of the superintendent of car service collecting demurrage instead of local agents. As to increase or decrease, as the case may be, in their service, Mr. Berry informs me it now costs the C. C. & St. L. \$100 a month; the C. H. V. & T. say it costs from \$50 or \$60 per month; it costs the C. C. C. & St. L. \$50 a month; and while it does not cost the T. & O. C. it will be necessary for them to expend \$35 or \$40 a month. The N. & W., C. A. & C., B. & O. and C. S. & H. say it would not increase their station expenses. Mr. Berry informs me that after a very close estimate he finds that all records and collections can be done by his office for an expense which will not exceed \$5 per month, and recommends all demurrage collections be made by his office. I believe this is the information desired by the Association before adopting that system. I trust you will confer with Superintendent Glover and bring the matter up at the next meeting, as I do not expect to be present on account of the card meeting on that date.

Yours truly,

(Signed) T. J. ENGLISH,
Chairman.

Mr. Peck: I move that the apportionment of the general expense of the Car Service Association be referred to the Special Committee already appointed to investigate the question of turning over to the Superintendent the collection of car service charges, and that they be requested to report at the next meeting.

Seconded by Mr. Connors. Carried.

Mr. Connors: I move that the July meeting of this Association be dispensed with on account of the members attending the annual meeting at Indianapolis.

Seconded by Mr. Brimson. Carried.

Mr. Connors: I move that the Chair appoint a committee, consisting of three members, to look into the methods in vogue at Cincinnati governing the handling of switched cars, to know whether the rules as applied there in a general way could be made applicable to Columbus, and to report any improvement over the rules as may occur to them covering our own terminals.

Seconded by Mr. Peck. Carried.

Chair appointed Messrs. J. R. Cavanagh, T. R. Limer, and M. C. Trout to formulate the report and present it at the next regular meeting.

Mr. Glover: I move that the Chair appoint a committee of three to investigate and report as to the advisability of collecting car service charges on what is termed "package freight," and carloads on which no car service is at present collected, and also of charging storage on all freight which is unloaded in warehouses by the railroad companies and held beyond the limit allowed by classification.

Seconded by Mr. Connors. Carried.

Chair appointed Messrs. Berry, Connors, and Robinson.

On motion of Mr. Connors, seconded by Mr. Glover, bill of the Central Association amounting to \$10.53, was ordered paid.

Secretary: The Superintendent of Car Service is under many obligations to the Columbus Division for their support in entertaining the National Association while in meeting here. The general expression of the members when they left Columbus was that they never had a better business meeting in the exist-

ance of the Association, nor had they ever been better entertained. This was done at an expense of \$58.00.

On motion of Mr. Connors, seconded by Mr. Peck, meeting adjourned at 3.30 p. m.

J. ENGLISH,
First Vice-President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, June 13, 1898.**

Meeting called to order at 2:00 p. m.

President Stout presiding.

The following lines were represented:

C. H. & D. Ry.	Mr. S. B. FLOETER.....	Supt.
C. H. V. & T. Ry....	*Mr. M. S. CONNORS.....	Supt.
F. & P. M. R. R.....	Mr. W. D. TRUMP.....	Gen'l Supt.
“ “	Mr. T. J. HATSWELL.....	M. M.
Penna. Co.....	Mr. W. H. POTTER.....	Supt.
T. & O. C. Ry.....	Mr. T. F. WHITTELEY.....	Gen'l Supt.
Wabash R. R.	Mr. E. A. GOULD.....	Supt.
W. & L. E. Ry.	Mr. F. J. STOUT.....	Supt.

*Represented by the Secretary.

The reading of the minutes of the previous meeting was dispensed with.

Report of Interchange Car Inspection for Month of May, 1898.

TRANSFER ORDERS ISSUED.

Account Condition of Car	20
“ Dimensions of Car or Lading	6
“ Overload	2
“ Reloading Orders	25

CARDS ISSUED.

Defective Cars.....	579
Partial Transfers.....	84
Cars Passed on Notation	215

**Putting Rules of C. A. of R. B. O., Toledo Car Service Association
and Toledo Interchange Car Inspection under one Cover.**

Mr. Whittelsey: It seems to me that if we have got to a point where we know what we want it would be more convenient to have the rules of the three Associations under one cover as we have at Columbus, but whether the convenience would justify the expense I do not know.

Mr. Smith: I move that the Secretary be instructed to find out what it would cost, and report at the next meeting.

Seconded by Mr. Gould, and carried.

Annual Meeting.

President: Should action be taken on the selection of a member to act for the Toledo Division and cast its vote as called for by the proposed amendment to Article XVII, recommended by the Executive Committee at meeting held at Cincinnati March 1?

Mr. Whittelsey: I understand that there is to be an amendment offered and voted upon at the meeting at Indianapolis, and that the function of this member will not be operative until after that motion has been approved by the Central Association. I think we should choose someone, so that if the motion does carry he will be authorized to cast the vote of this Division.

Mr. Smith: I move that such member be named by the Chair.

Seconded by Mr. Trump and carried.

Mr. Whittelsey spoke on the importance of a good representation at Indianapolis meeting, saying the meeting promised to be a very successful one, that good papers would be read and the discussion would be valuable to all.

The President hoped every member who could possibly attend would do so, and instructed the Secretary to write to each member and ascertain who could attend.

July Meeting Dispensed With.

Mr. Smith: Owing to Annual Meeting at Indianapolis being held the day following our regular meeting date, I move that our July meeting be dispensed with.

Seconded by Mr. Trump and carried.

Resignation of Mr. J. B. McKim.

Lawrence Junction, Pa., June 11, 1898.

Mr. Wm. Grogan,

Secretary, Toledo, Ohio.

Dear Sir: Will you kindly communicate to the Toledo Division, Central Association of Railway Officers, my resignation as a member of the Association, to take effect as of June 1, 1898.

I beg to express my appreciation of the uniform courtesy and agreeable relations sustained during the period of my membership, which is terminated with regret.

Accept my best wishes for the continued success of the Association.

Yours truly,

(Signed) J. B. McKIM.

Mr. Whittelsey: I move you, Mr. President, that the resignation be accepted and spread upon the minutes of the meeting, and coupled with our regrets at the loss of such an active and valuable member.

Seconded by Mr. Smith and carried.

Interchange Car Inspection.

Mr. Hatswell called attention to the necessity of prompt vouchering of monthly bills, and stated that he had written to all roads in regard to the matter.

He also brought up the matter of issuing notices to the Chief Inspector and to connections where roads from any cause declined to receive certain cars, and suggested that notice to the Chairman should come through the heads of departments, and he in turn notify all concerned.

Mr. Whittelsey: I move that it is the sense of this Association that, where members desire to issue special instructions governing the acceptance of loads from connections at Toledo that are not provided for by the rules, that they communicate such information to the Chairman of the Standing Committee of the Interchange Inspection, and the Interchange Inspector be notified by him, as provided in Article IV of the Interchange Inspection Agreement.

Seconded by Mr. Trump and carried, L. S. & M. S. not voting.

A. A. R. R. vs. C. H. & D. Ry.

Ann Arbor Railroad.

Durand, Mich., May 26, 1898.

Mr. Wm. Grogan,
Secretary Superintendents' Association,
Toledo, Ohio.

Dear Sir: The attached papers referred to the Superintendents' Association for an opinion. On February 1 we received C. S. & H. car 3642 from the M. & N. E. R. R. overloaded 4250 pounds. When we called upon them for transfer order they cited the fact that they are allowed 10 percent, which all roads agree to for 40,000 capacity cars, and they are allowed an additional 500 pounds for variation of scales, as per Official

Classification. Further claim was made there was newly fallen snow on the car, which we were bound to shovel off before we weighed it.

We forwarded the car to Toledo, and the C. H. & D. transferred it on the Chief Joint Inspector's order. We take the same position with them that our northern connection takes with us. Is the delivering road entitled to the benefit of 500 pounds, as per Official Classification, and also 10 percent under the general rules?

Yours truly,

(Signed) W. F. BRADLEY,
Superintendent —

The unanimous opinion of members present was that the 500 pounds allowance by the traffic department had nothing whatever to do with the carrying capacity of the car, and on motion the following was adopted by a unanimous vote:

Resolved, That it is the sense of this Association that 10 percent above the marked capacity of car covers the total amount to be allowed.

Car Service.

Mr. A. H. Smith, Chairman.

The Chairman explained that Executive Committee had held its regular meeting and passed on claims, etc., and reported that car service matters were moving very satisfactorily.

Delay to Cars Containing Freight not Coming under Car Service Rules.

The question of placing iron pipe, iron in bundles, etc., under car service rules was discussed, and on motion the Manager was instructed to keep a record of all cars containing so-called package freight for a period of thirty days, with a view of furnishing the Committee with a statement showing number of cars handled by each road, the kind of commodities and the

delay; also to keep a record of package freight unloaded in freight houses and report to the Committee by letter.

Changes Proposed in Car Service Rules.

On motion action on the above was postponed until August meeting.

On motion adjourned to meet Monday, August 8, 1898, at 1:30 p. m.
F. J. STOUT, President. W. GROGAN, Secretary.

PEORIA DIVISION.

**Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,
Tuesday, June 14, 1898.**

Meeting convened at 10:10 a. m.

Roads.

Representatives.

P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen'l Supt.
“ “	W. E. BELL.....	Ass't Supt.
T. P. & W. Ry.....	E. N. ARMSTRONG....	Gen'l Supt.
L. E. & W. Ry.....	H. A. BOOMER.....	Superintendent.
C. C. C. & St. L. Ry.	J. W. RILEY.....	Superintendent.
C. B. & Q. R. R.....	W. B. THROOP.....	Supt.
Vandalia Line.....	B. McKEEN.....	Superintendent.
“	F. L. CAMPBELL.....	Trainmaster.

VISITOR: C. L. Short, Trainmaster A. T. & S. F.

In the absence of both the President and Vice-President, B. McKeen was chosen temporary Chairman.

The minutes of the May meeting were approved as printed.

Secretary: I received a letter from the Secretary of the Kansas City Division regarding the stealing of brasses, and have other correspondence pertaining thereto, which I will read if you desire.

Chairman: I think it would be well to read it all.

Central Association of Railroad Officers,
Kansas City Division.

Kansas City, Mo., May 23, 1898.

Mr. A. J. Elliott,
Secretary Peoria Division.

Dear Sir: I understand there is a law in the State of Illinois making it a penitentiary offense to steal brasses or other fixtures from railroad cars or locomotives.

Will you kindly advise me whether this law is being enforced and convictions secured under it?

In Missouri the offense is only petit larceny unless the property stolen amounts to \$30 or over, and our Division is discussing the advisability of endeavoring to get a law passed similar to the Illinois law, if it can be made effective.

An early reply will be appreciated.

Respectfully,

(Signed) B. H. GARRIGUES,
Secretary.

Illinois Law on Stealing Brasses, etc.

"Sec. 1. Be it enacted by the people of the State of Illinois represented in the General Assembly, that any person or persons who shall remove, take, steal, change, add to, take from, or in any manner interfere with any journal bearings or brasses, or any of the parts or attachments of any locomotive, tender, car, or any fixture or attachment belonging to, connected with, or used in operating any locomotive, tender or car owned, leased or used by any railroad company or transportation company in this state, shall be subject to punishment by imprisonment in the penitentiary not less than one year nor more than five years, in the discretion of the court or jury before whom the cause is tried, provided that upon a plea of guilty being entered the court may fix the penalty prescribed herein; provided further that if the removal of such journal bearings or brasses, fixtures

or attachments as aforesaid shall be the cause of wrecking any train, locomotive or any car in this state whereby the life or lives of any person shall be lost as the result of the felonious or malicious stealing, interfering with or removal of the fixtures aforesaid, the person or persons found guilty thereof shall be liable for murder as in other cases."

The following section is from Illinois Criminal Code:

"Sec. 242. If any person shall purchase or receive for sale from any other person any link, pin, bearing, journal, or other article of iron, brass or other metal, which has been manufactured and is used exclusively for railroad purposes, and which shall have stamped thereon the name of some railroad company or the initial letter thereof, without the consent in writing of the president, general manager or general superintendent of such railroad company, such person shall be fined in a sum not less than \$100 nor more than \$500, and be imprisoned not less than ten days nor more than ninety."

Central Association of Railroad Officers,
Peoria Division.

Peoria, Ill., June 3, 1898.

All Members Peoria Division, C. A. R. R. O.

Gentlemen: The Kansas City Division desires to know whether the Illinois law regarding the stealing of brasses, etc., from railroad equipment is being enforced and convictions secured under it.

I attach a copy of the statute and would ask if it has been applied in cases on your line, and with what success.

Yours truly,

(Signed) A. J. ELLIOTT,
Secretary.

Chicago, Rock Island & Pacific Railway Co.

Chicago, June 7, 1898.

D. L. Nichols, Esq.,

Superintendent, Blue Island.

Dear Sir: Referring to the attached. We have had a 'Sheeney' junk dealer arrested for receiving vestibule bars stolen from Pullman cars, and he is now under indictment, I believe, the case not having been tried. We are continually troubled with the stealing of brasses and retaining valves, and have men at work on cases constantly. The great trouble we meet with is that as soon as stolen the brands are destroyed, so that identification is impossible. We have a number of persons under suspicion now and hope soon to secure some convictions.

Yours truly,

G. E. McC. Enc.

(Signed) G. E. McCAUGHAN.

Chicago, Burlington & Quincy Railroad.

Galesburg, Ill., June 10, 1898.

Mr. A. J. Elliott,

Manager Car Service Association,

Peoria.

Dear Sir: Answering yours of the 3d inst. as to the application of the Illinois statute in the matter of theft of brasses, etc., from railroad equipment. We have for a long time had a copy of the statutes posted at each of our stations.

I do not now remember that we have ever prosecuted anybody under the same. We had one case in which we found a considerable quantity of railroad material in the possession of a junk dealer and threatened to prosecute him, but finally on his agreement to discontinue dealing in the same in future we let it pass.

Yours truly,

(Signed) W. B. THROOP.

Nichols

Vandalia Line.

Terre Haute, Ind., June 8, 1898.

Mr. A. J. Elliott,

Sec'y Peoria Div., C. A. R. R. O.,

Peoria, Ill.

Dear Sir: Replying to your favor of the 3d instant, enclosing a copy of the Illinois statute and asking if it has been applied on our line, and with what success. I beg to advise you that some years ago in East St. Louis we had quite a number of brasses stolen from our cars and the thieves were caught and convicted. These brasses had our T. H. & I. stamp on them.

The trouble now is that most of the brasses are M. C. B. ones, and they can not be identified as belonging to any particular road.

We have no trouble whatever in convicting parties if the brasses show any special marks indicating the road to which they belong.

Yours truly,

(Signed) BENJ. MCKEEN,
Superintendent.

Iowa Central Railway Company.

Marshalltown, Iowa, June 9, 1898.

Mr. Ashley J. Elliott,

Sec'y Central Ass'n of Railroad Officers,

Peoria, Ill.

Dear Sir: Replying to your circular letter of June 3, would say that we have had as yet no occasion to invoke the Illinois statute regarding the stealing of brasses, etc., and have made no convictions thereunder.

Yours truly,

(Signed) C. W. HUNTINGTON,
Gen'l Supt.

Toledo, Peoria & Western Railway Company.

Peoria, Ill., June 9, 1898.

Mr. J. Elliott, Esq.,
Mgr. Ill. Car Service Ass'n,
Peoria.

Dear Sir: We have never done anything with this law.

Yours truly,

(Signed) E. N. ARMSTRONG,
Gen'l Supt.

The Peoria & Eastern Railway Company.

Indianapolis, Ind., June 7, 1898.

Mr. A. J. Elliott,
Secretary Central Association of R. R. Officers,
Peoria, Ill.

Dear Sir: Herewith returning your letter of 3d instant,
with attachment regarding enforcement of Illinois law regarding
stealing of brasses, etc., from railroad equipment.

This law is enforced when it is possible for us to secure
parties that commit the theft. It is a very hard matter to catch
these parties.

Yours truly,

(Signed) J. W. RILEY.

St. Louis, Peoria Line.

Springfield, Ill., June 7, 1898.

Mr. Ashley J. Elliott,
Peoria, Ill.

Dear Sir: Replying to your circular letter of the 3d instant,
herewith, I beg to state that we have convicted three or four
brass thieves in St. Clair County, and I presume the action was
taken under the statute referred to.

Yours truly,

(Signed) C. MILLIARD,
Superintendent.

Chicago & Alton Railroad Company.

Bloomington, Ill., June 7, 1898.

Mr. A. J. Elliott,

Secretary Central Ass'n of R. R. Officers,
Peoria, Ill.

Dear Sir: Answering your communication of June 3, beg to advise the present Illinois law covering the stealing of brasses from railroad equipment is practically inoperative. There is a movement now on foot to have the law changed to correspond with that of Ohio, which is deemed very much better.

Yours truly,

(Signed) WILLIS E. GRAY.

Lake Erie & Western Railroad Company.

Indianapolis, Ind., June 6, 1898.

Mr. A. J. Elliott,

Secretary Central Ass'n of R. R. Officers,
Peoria, Ill.

Dear Sir: In answer to your circular letter of the 3d instant, beg to advise that we have several times tried to convict persons in whose possession car brasses were found, but did not succeed, except in one instance, and then the punishment was very light. We have found it very difficult to convict persons in possession of railroad property of this character.

Yours truly,

(Signed) D. S. HILL.

Rock Island & Peoria Railway.

Rock Island, Ill., June 14, 1898.

A. J. Elliott, Esq.,

Secretary Central Railroad Association,
Peoria, Ill.

Dear Sir: In reply to yours of 3d, regarding stealing of brasses on railroad equipment.

We have had no trouble of this kind, but would call to mind a case here where C. B. & Q. and C. M. & St. P. were arrested, and parties were prosecuted under our statutes for stealing brasses, and there was no difficulty in securing a conviction under this statute in the case, and I do not know of any reason why conviction should not be secured in any case where proof of guilt is sufficient.

In case referred to these parties are now serving their sentence of imprisonment.

Yours truly,

(Signed) H. P. GREENOUGH,
Superintendent.

Peoria & Pekin Union Railway.

Peoria, Ill., June 6, 1898.

J. Elliott:

We have had no cases in past 3 years; but few brasses were stolen and we were unable to apprehend the guilty party.

(Signed) F. L. TOMPKINS,
Gen'l Supt.

The Cleveland, Cincinnati, Chicago & St. Louis Ry. Co.

Mattoon, Ill., June 8, 1898.

R. B. Starbuck,

Supt. P. D. & E. Ry.

Dear Sir: I return correspondence which accompanied your letter of the 6th instant. We discovered some persons robbing cars, and after securing the necessary evidence, turned the whole matter over to the State's Attorney, who will bring it before the Grand Jury.

If you desire I can let you know the result of the case when it is tried.

Yours truly,

(Signed) W. G. BAYLEY.

Peoria, Decatur & Evansville Railway.

Mattoon, Ill., June 14, 1896.

Mr. A. J. Elliott,
Secretary Superintendents' Association,
Peoria, Ill.

Dear Sir: I return herewith attached correspondence, together with your letter of June 3. We have had no brasses stolen, and have no case pending; however, it seems the Big Four have, and Superintendent Bayley has stated he will let me know the result when the case is decided, and I shall communicate the information to you.

Yours truly,

(Signed) R. B. STARBUCK,
Gen'l Supt.

Mr. Armstrong: I move that this entire bunch of original correspondence be sent to the Kansas City Division, with the request that they return same when it has served their purpose.

Seconded and carried.

Secretary: I have a number of bills rendered against the Peoria Local Agents' Association on account of the entertaining of business men and visiting railroad officials on the trip around the terminals last month, amounting to \$77.85 (reading the items).

Mr. Armstrong: I move that the bill be paid, that it go into our regular expense and be prorated in the usual manner.

Seconded and carried.

Mr. Tompkins: As the Annual Meeting comes the 12th day of July, I move that our meetings here for July and August be dispensed with.

Seconded and carried.

Adjourned at 10:40 a. m.

B. MCKEEN,
Chairman *pro tem*.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central Association of Railroad Officers, held in Room No. 212, St. Louis Union Station, Friday, June 10, 1898.

Meeting called to order at 11:30 a. m., with President G. L. Sands in the Chair.

The lines were represented as follows:

M. K. & T. Ry. Not represented.
Wabash R. R. MR. C. B. ADAMS Supt. T.
" MR. J. A. HEETHER Trainmaster.
St. L. I. M. & S. Ry.
and Mo. Pac. Ry. Not represented.
Term'l R. R. Ass'n and
St. L. M. B. T. Ry. MR. EDW. DUNLOP Supt.
" " MR. F. X. ROEDERER Jt. Frt. Agt.
St. L. & S. F. R. R. Not represented.
Wiggins Ferry Co. MR. G. L. SANDS Manager.
T. H. & I. R. R. MR. O. E. RAIDY Trainmaster.
C. B. & Q. R. R. MR. W. G. BESLER Supt.
St. L. K. & N-W. R. R., MR. W. G. BESLER.
M. & O. R. R. Not represented.
L. & N. R. R. Not represented.
B. & O. S. W. Ry. MR. H. C. BARNARD Asst. Supt.
" " MR. I. L. BURLINGAME Trainmaster.
C. C. C. & St. L. Ry. Not represented.
C. & A. R. R. Not represented.
T. St. L. & K. C. Ry. Not represented.

St. L. C. & St. P., and
the C. P. & St. L.

R. R. Co., of Ills. . . MR. D. C. FREDERICK . . . Car Ser. Agt.

L. E. & St. L. C. R. R. Not represented.

Ills. Cent. R. R. . . . Not represented.

St. L. P. & N. Ry. . . Not represented.

St. L. Transfer Co. . . MR. W. G. BESLER.

St. L. K. C. & C. R. R. Not represented.

Nat'l Stock Yards Co. MR. W. G. BESLER.

Reading of Minutes.

President: As the minutes of the last meeting have been in the hands of the members for several days, unless there are objections we will dispense with their reading.

Unfinished Business.

President: We have a report due from two Committees, one on the Rules for Interchange of Empty Cars at St. Louis and East St. Louis, of which Mr. Perkins is Chairman, and the other on Damage to Tracks from Drainage from Refrigerator Cars, of which Mr. Adams is Chairman. Mr. Adams is a member of both Committees.

Mr. Adams: Mr. Perkins, as Chairman, called a meeting of the Committee on the Interchange Rules, but, as I was not able to attend the meeting, I am not aware of what action was taken in the matter, therefore I can not make any report for that Committee.

In regard to the matter of damage to track from drainage of brine from refrigerator cars, I wish to state that the Committee has not been able to get together for a meeting, but I have here some correspondence that was furnished me by Mr. Avery Turner, Assistant General Superintendent of the Santa Fe, who

first drew our attention to this matter. It appears that the Master Car Builders had this matter brought to their attention some time ago, and appointed a special Committee to look into

Mr. Higgins, Superintendent of Motive Power of the Lehigh Valley Railroad, is Chairman of this special Committee.

In looking over these papers I find that there is a difference of opinion as to the damage effected through the drainage of the brine on the tracks, trucks, bridges, etc. Some roads claim that the damage is caused while cars are under load, while others claim that the damage is caused while the cars are on their return trip, empty. This is forcibly brought out on the roads that have double tracks; on the Lehigh Valley they say it is on the eastbound loaded movement that causes the trouble, whereas on another road it is asserted that it is on the westbound, or empty, movement that the damage is done.

However, it is immaterial on what trip of the cars the damage is effected, but it remains to find a proper method of disposing of this brine—probably by providing a receptacle for the brine and discharging it at certain points along the line. In conversation with Mr. Raidy this morning I find that some of the cars are provided with a U-shaped drip pipe, while in my experience I find that some are equipped with cocks on this pipe, thus enabling the retention of the brine and its discharge at convenient points. In this connection I would suggest that the members make a note of the manner in which these cars are constructed and observe the various cars they find on their runs, and thus be in a position to talk in this respect at our next meeting; or, in other words, advise the Committee what percentage of cars they find provided with the U-shaped drain pipe and those provided with a shut-off cock. Also whether it is their experience that the loaded cars cause the damage to tracks, etc., or vice versa.

In the papers mentioned I also find a proposal that the dripping brine from these cars be carried to the side of the cars by a trough or spout. I do not think that this would be a practicable method of disposing of it, as you can not put a trough

or spout of sufficient length to carry the brine far enough to keep it from being drawn in under the car by the motion of the train.

It is suggested also that a receptacle be provided on the cars for the retention of this brine, and that it be emptied at terminal points, etc., which goes to show that majority of the cars are provided with the U-shaped drip pipe, while in the case of cars provided with the cock it would not be necessary to provide the receptacle mentioned.

It would be a great assistance to the Committee in looking into this matter if the members would state their experience with this class of equipment.

President: It seems to me that this is a question of great importance and possibly would be worth our while to take it up with the Central Association, and then, by concerted action, it might be possible to effect a remedy for this annoyance. I have not had much experience with the matter in question, but had my attention called to it by an official of the Michigan Central at Detroit, who showed me the damage that was being done to the decking of the transfer boats by the brine dripping from refrigerator cars. However, concerted action among the majority of the lines will undoubtedly be followed by the application of some remedy by the car owners. It seems to me that the Central and like associations are the proper ones to say or indicate just what should be done. I think we are well able to judge of what is right and make a recommendation as to what we think should be done, looking to an abatement or stoppage of the trouble. I would like to have the members express themselves on this subject.

Mr. Besler: I believe that you have indicated exactly what course should be pursued, and think that the Committee should be continued, and with what assistance we should be able to give them we can arrive at some conclusion which we can present to the Central Association and ask cooperation, and then perhaps, as the Central Association, we can bring it before the car owners with sufficient weight behind it that will result in

the difficulty being disposed of. I move that the Committee be continued, and that the partial report be accepted.

Seconded. Carried.

Mr. Adams: The Committee on Car Service is not yet ready to report, and would ask for further time.

Mr. Besler: I move that further time be given the Committee.

Seconded. Carried.

Reading of Correspondence.

Secretary: I have the following letter from the Secretary of the Local Freight Agents' Association:

Again referring to your favor of October 5, last, in regard to having grain inspectors close and reseal cars of grain inspected by them, I beg to advise that this matter has again been taken up with the Illinois Railroad and Warehouse Commissioners jointly by the Chicago and the St. Louis Local Freight Agents' Associations, with the result that the Commissioners have again positively declined to require their inspectors to close and seal cars after inspection.

Yours truly,

H. E. WATKINS,
Secretary.

President: This correspondence originated through a resolution passed by this Division to have the Local Freight Agents' Association take the matter of closing and resealing of cars by inspectors after inspection up with the Illinois Railroad and Warehouse Commissioners. I presume we haven't influence enough to induce the Commissioners to change their ruling. Possibly some can be brought to bear.

Mr. Besler: It is a question of annoyance to the railroad company, as well as a question of safety, and it appears to me that if we can not get the Commissioners to have their inspect-

ors close and seal cars after inspection we should present the matter to the General Managers, so that they may take it up with them, and they perhaps would be able to take it up with them in such a manner that the Commissioners will look at it in a different light than they do now. This is, as I understand it, an Illinois matter, not affecting the Missouri lines, and it seems to me that the General Managers' Association in Chicago might be able to bring about the desired result.

President: It is a terminal difficulty solely, as I understand it. We place the cars on certain tracks so that the grain may be properly inspected.

Mr. Dunlop: We set aside a certain track upon which all cars for inspection are placed, but we have never been able to get the inspectors to close and seal the cars after their work; they sometimes close the doors, but not always.

President: Do they inspect at all hours when it suits their convenience, or at a certain time?

Mr. Dunlop: Whenever it suits their convenience.

President: Would it not be practicable to treat them in the same manner as we treat the consignee—not allow them to break the seal unless there was present a representative of the company, and unless they close and reseal the cars? Why should we set the cars on a certain track?

Mr. Dunlop: They would not or do not break the seals of cars without first conferring with a representative of the company. I do not believe that we can insist upon their closing and sealing cars after inspection, nor can we follow the practice of allowing them to find the cars as they can and not place them on a track for inspection, as, if we did this, they would merely not inspect the cars until we complied with their demands.

President: That leaves us exactly where we were before.

Mr. Roederer: In regard to the Illinois situation, I do not see that we can do anything more than we have done in the past; that is, follow these inspectors around and close and seal the cars as soon as they have completed their work. On the

Missouri side the Commissioners have instructed their inspectors to close the cars, but they do not do this in all cases. Cars are held for inspection and sampling. So we have fallen back into the old practice of closing and sealing cars after inspection and the sampling man comes along. We do not permit anyone to break the seal on a car for the purpose of sampling without first getting permission from the representative in the yard; in that way we know exactly what cars have been opened, and the watchmen have instructions not to allow anyone to enter a car unless they have a permit signed by the clerk.

President: Sometimes the inspectors do not even take the trouble to close the doors.

Mr. Roederer: My representatives report to me any sampler who does not close the door of a car after he is through with it, and I then take it up with the firm he represents, and I have received several very good letters from various firms in this regard, stating their action in the matter.

President: It has occurred to me that probably the inspectors on the east side have found some fault with the placing of cars to be inspected; that they are not placed in a convenient position, delaying inspection, and therefore they decline to accommodate us in the matter of closing and sealing the cars.

Mr. Roederer: The Railroad and Warehouse Commissioners of Illinois have asked all the east-side lines to set aside a certain track upon which cars for inspection are to be placed, and it is possible that by making a bargain with them that, if we do this, they should close and reseal the cars after inspection, something might result.

Mr. Besler: I would suggest that the Secretary send a copy of that letter to each member and ask him to take it up with his General Manager, and see if it is their wish that the matter be taken up; if the General Managers do not choose to take any action, I do not see that we can do anything in the matter; this is the only way that I can see of disposing of the question.

Mr. Roederer: We have a file of correspondence in the Local Freight Agents' Association, showing what has passed

between them and the Railroad and Warehouse Commissioners, and I think it contains some things that would be valuable to this Association.

Mr. Adams: We desire to bring about this arrangement in order to save the loss of grain. Now, supposing the Illinois grain inspectors close and reseal these cars with their seals, and a car coming in under Burlington seals is inspected and handled in this manner by them, and when delivered to consignee it is found short, who will take the responsibility of loss; what effect would this resealing of cars in this manner have upon the settlement of the claim?

Mr. Besler: Mr. Perkins answered that question quite fully, but I can not now recall his argument, but it was for the very purpose of locating the whereabouts of losses that he wanted the inspectors to close and reseal the cars.

Mr. Sands: I can not imagine anything but dividing the responsibility with an irresponsible party.

Mr. Roederer: It would determine this: that the car did or did not arrive under proper seals, and it would be practically a delivery under the original seals.

Mr. Besler: It would show that there had not been any loss between the time of inspection and resealing of the car.

Mr. Adams: In other words, it is simply for a matter of record.

Mr. Besler: Yes, sir, in order to determine where losses, if any, take place.

I move that the matter be continued for discussion at our next meeting.

Seconded. Carried.

Mr. Adams: I would suggest that the Secretary call on the Secretary of the Local Freight Agents' Association for the correspondence in this matter. There might be something in those papers that would assist us materially.

Upon motion the meeting adjourned at 12:30 p. m.

G. L. SANDS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., June 8, 1898.

Meeting was called to order at 2:20 p. m. by Vice-President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR.....	Supt. Ter.
“	.....MR. F. H. RUSSELL.....	Trainmaster.
C. & A. R. R.....	MR. W. L. STEVENSON..	Trainmaster.
C. R. I. & P. Ry.....	MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	MR. E. G. FISH.....	Ass't Supt.
“	.....MR. J. W. MULHERN....	Trainmaster.
“	.....MR. J. P. CUMMINGS....	Agent.
K. C. F. S. & M. R. R..	MR. J. H. EMMERT	Supt.
“	“ ..MR. H. S. MITCHELL....	Div. Supt.
“	“ ..MR. W. H. CHURCHILL..	Asst. T. M.
C. M. & St. P. R. R....	MR. D. W. RIDER.	
M. K. & T. Ry.....	MR. C. H. DENT.....	Agent.
C. G. W. Ry.....	(Not represented.)	
K. C. O. & S. Ry.....	(Not represented.)	
K. C. St. J. & C. B. R. R..	MR. E. G. FISH.....	Ass't Supt.
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Ter.
Un. Pac. Ry.....	(Not represented.)	
Wabash R. R.....	MR. JAS. LAUGHLIN	Trainmaster.
“	.....MR. U. B. DARNALL.....	Agent.

K. C. N. W. R. R.....MR. R. P. ISITT.....Agent.
K. C. P. & G. R. R.....(Not represented.)
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
Union Depot Co.....MR. E. J. SANFORD.....Supt.

VISITORS: Mr. G. C. Kinsman, Superintendent Telegraph,
Wabash R. R.; Mr. W. S. Carson.

The following yardmasters were present by invitation: A. T. & S. F. Ry., Mr. J. McCabe, Mr. J. S. Mason, Mr. J. W. Robbins; H. & St. J. R. R., Mr. J. McDonnell; K. C. F. S. & M. R. R., Mr. J. M. Flannagan; C. G. W. Ry., Mr. Carter; Mo. Pac. Ry., Mr. H. P. Tighe; Wabash R. R., Mr. J. Parish; K. C. Belt Ry., Mr. J. H. Reeves; Sub. Belt R. R., Mr. C. McDonnell; Union Depot Co., Mr. Geo. Bradshaw.

President: Unless there are objections the minutes of the last meeting will stand approved as printed.

President: Unfinished business.

Secretary: The only unfinished business is the matter of robbery of brasses and parts of cars. As instructed at the last meeting, I communicated with the Secretary of the Peoria Division, asking whether convictions have been secured under the Illinois statute on this subject. Mr. Elliott advises that he will not be able to reply intelligently to my letter until after the next meeting of the Peoria Division. I will make further report on this matter at our next meeting.

President: Correspondence.

Secretary: I have some correspondence from Mr. Jordan, of the Chicago Great Western, in regard to claim of Chas. F. Orthwein & Sons for 50 cents each for grain doors applied to furniture cars. (Reads same.)

President: My understanding of the matter of grain doors is that elevators frequently get the doors out of furniture cars, as well as common cars, and that it never was contemplated that 25 cents would cover the actual cost of doors, but that they would be partly compensated by doors they take out of cars

unloaded at the elevators. They are allowed pay for two doors in each car at 25 cents each. That being the case, the 25 cents would apply on doors furnished furniture cars, as well as ordinary box cars.

Mr. Mitchell: I understand that 25 cents per door is intended also to cover any cooping of the cars which may be necessary. The probabilities are that furniture cars don't require cooping, or are less liable to, because of their being newer cars as a rule.

I move that the Chicago Great Western be advised that under the rules they are not allowed to pay more than 25 cents per door for two doors.

The motion was seconded and carried.

President: Under the head of unfinished business, I suppose, should come the question left over from the last meeting, "Can there be any improvement made in the interchange of transfers at Kansas City?"

At the last meeting it was thought desirable that we have with us today the General Yardmasters of all the lines at Kansas City, as far as possible, with a view of discussing this question, as they are more intimately associated with it than the Superintendents, and will no doubt be able to give us some pointers that might be overlooked by the Superintendents and Trainmasters. The question is now open for discussion, and it is hoped that all will take part in it, and if anything has suggested itself to any of the yardmasters whereby an improvement can be made, that they will feel free to let us know what it is.

It has been thought that we have had a good many extra movements of switch engines between the various yards that might be avoided. For instance, if a Mo. Pac. engine goes to the Santa Fe yard taking a special transfer, it has been thought that that engine might as well bring back anything the Santa Fe might have for our yard, and thereby save an extra movement. We are all interested in curtailing the movements through the Union Depot as much as possible, and if we can bring back a transfer from the Santa Fe we would expect them

to take back anything we might have for them when making delivery to us. That is one idea I had in mind when this question was brought up.

Mr. Stevenson: I expect to have to retire about 3:30, but I want to put the C. & A. on record as opposing that idea. The roads that do the business would have a great advantage, but we could not do that; our yard facilities are so limited that it would practically be an utter impossibility. If we have the business this year that we had last, we could not possibly do it in that manner.

President: How about special cars; if one of our engines made a delivery to you of a car of perishable, and you had a special transfer for us, would it not be well for that engine to bring it back?

Mr. Stevenson: We would be perfectly willing, but we would not obligate ourselves to do so when one of our engines went to your yard. We would be liable to send the engine to Grand Avenue without going back to Twelfth Street, and we would be losing the use of that engine to send it back. We would not want to suffer any delay to our fast freight on account of our inability to bring a car back. We could not be a party to that arrangement. Possibly you may find other lines in favor of it, but I question it.

Mr. Blair: Anyone would think that Mr. Carson was taking the Rock Island idea. That is our way of making transfers, but we are compelled to do it. I assure him that if other roads commenced it they would have to increase their force of car inspectors and send a man to every yard. We have to have a car inspector with every engine.

President: There is something in that that is susceptible of change and modification. They have made a great many changes in the matter of interchange in the past few years at Kansas City and elsewhere, and it is possible that we could get so far advanced that the record of one inspector might be taken by a connecting line, or something of that sort.

Mr. Stevenson: You would have to abrogate the Master

Car Builders' Rules to do that. Another point to be considered: there isn't a transfer leaves any yard hardly that doesn't take a drag of cars to be distributed in pretty nearly every yard in the city. Suppose an engine should shove into the Santa Fe with a transfer and the yardmaster says to the foreman, "I've got ten cars for you," and he says, "I can't take them, because I've got cars for other lines." The yardmaster could say, "We won't deliver them to you unless you do."

Mr. Starr: I would like to ask if the Burlington Line Yardmaster won't state what proportion of the times he makes special deliveries to the Santa Fe that his engine is going to return direct to his yard, or whether, after having performed that service, he has other work outlined for that engine. The point is, how many times, coming to us with a delivery, could he take cars back to his yard?

Mr. McDonnell: We couldn't take any cars back at all. We would deliver your special transfer at Twelfth Street, then to take anything from you we would have to go over a mile from there. It would be out of the question for us to run our engine down there.

Mr. Starr: That is the point. Taking our own yard as an illustration, most of the lines deliver to us at Twelfth Street, but our main yard is way south of there, and for an engine to take back cars it would have to go to the south end for them.

President: Yes, but the Mo. Pac. frequently make special transfers to the A. T. & S. F. at Turkey Creek, and I have thought that at such times our engines could bring back anything which might require a special transfer of one of your engines—possibly following immediately behind our engine, and vice versa. Of course if the foreman of our engine should say, "I'm not going directly to our yard, but to some other yard," that would settle it. The idea is to do it when practicable.

Mr. McCabe: It is rarely that any deliveries are made at Turkey Creek, with the exception of the Ft. Scott; that is a short distance south or near the middle of our yard.

Mr. Blair: We have Mr. Bradshaw, the Union Depot Yard-

master, here. I would like to hear from him relative to swapping transfers in the Union Depot.

Mr. Bradshaw: I think changing transfers in the Union Depot, that is, if you make the change in the depot, would be detrimental to passenger business, for the reason that we haven't but one track we can handle transfers on, track No. 9. But if they see fit to change transfers in the respective yards and then take the transfer back through the Union Depot yard, I don't see any objection to it.

Mr. Tighe: I don't think it ought to be expected of any engine to take back a dead freight transfer, or what is termed a regular transfer, but I should think an arrangement might be made for foremen making special transfers from one line to another, if they are going directly home, and they had a special car, they might as well take it as to have it follow right after that engine. They should not be expected to wait though, if the cars are not ready, for, as a general rule, when an engine goes to make a special transfer it is taking it away from the yard at a time when it is badly needed.

Mr. Stevenson: There are two points that I wanted to raise, one, I think, would not only benefit the receiving line, but would prove equally beneficial to the delivering line; that is, to have some kind of an arrangement between yardmasters by which they could be advised of the number of cars in a transfer. For instance, you have a transfer of fifty cars for the C & A. If you would advise us of the fact that you had a transfer of fifty cars for us; then if we had three or four cars of perishable freight for you we could say, "Can we send them on that engine?" It would not only give us time to prepare for these fifty cars, but we could send this stuff back.

The other point is in ordering cars. I don't believe the consignee or the consignor should be allowed to order cars from the C. & A. to go over to the Mo. Pac., but they should place the order with the Mo. Pa., who might have the very cars in their yard; whereas, if we deliver them to you, you will return the other cars to us, making a double delivery.

President: The latter point was discussed at the last meeting when it was understood that if a certain firm orders cars they are not to be furnished until it is found that the line on which the industry is located will be able to furnish them, and then only on an order from the agent of that line.

Mr. Blair: I would like to ask the yardmasters whether they would not rather have the empty cars come through the regular channel, carded for the different industries, all together, than find them in their own yard.

Mr. Rider: We ask our customers to place their orders through our office. We fill the orders as far as possible from our own yard. It saves a great deal of trouble and annoyance in having to set back empty cars. We haven't had any trouble with other lines to speak of. We are on good terms with everybody, so we are not particularly interested.

Mr. C. McDonnell (Sub. Belt): I will say that we handle our cars for elevators and so on in a like manner. They are supposed to be ordered from our Agent. If we can't fill the orders from our yard, he orders them from connecting lines. Where we can fill them and save the double moves we would rather fix them out ourselves.

About transfers, we are in about the same fix as Mr. Rider, with the exception of the Mo. Pac. We would be very glad to use this scheme with the Mo. Pac. on the Water Street connection. We have more or less special hurry-up cars we would want to deliver there, and we would like to make the interchange in that way. When our engine goes there, find out if they have anything, and take it back when they have.

President: It could be very practicably worked in that way. Replying to Mr. Blair's question, I will say that I believe most yardmen would very much prefer to let empty cars go back here and there to save switching them out—I don't say yardmasters would, but foremen would—and then receive in the next transfer a certain number of cars all switched together for certain industries. It costs more to handle heavy transfers than light ones—more steam—and I don't think it a good idea.

Very often lines are in sore straits for cars and can hardly spare them, and it is working a hardship on that line to fill the order. I think the principle of letting cars go back and receiving in the next transfer the same identical cars switched together is wrong.

Mr. Laughlin: My opinion is that the suggestion made by the Yardmaster of the Missouri Pacific is a good one, so far as any special delivery is concerned, if the cars are there ready in the yard for the engine to take back, without any delay to the engine or crew, but I should not like to see anything of that kind made obligatory. If our engines can take back a few special cars without delay to the engine or crew, we would like to do it, but we would like to have other lines do the same thing in our yard. We would not expect that same engine to wait in their own yard, knowing that the Wabash would make a delivery.

Mr. Starr: Answering Mr. Blair and following Mr. Rider, theoretically the same practice is followed by the Santa Fe with regard to ordering empty cars. I say theoretically, because I would like to have our Yardmaster say what the actual practice is, whether there are any exceptions to it, if industries located on our tracks order other lines' cars through our office or direct from those lines.

Mr. McCabe: We don't ever accept orders from industries, but always get the order through the office, either the superintendent's office or the local freight office. Cars going to connecting lines for points on their line we get the orders from the superintendent's office. There is one man in the local office who handles all cars for short houses. As a general rule he calls up the yard office and finds out if we have the cars. If we haven't we say so, and then the cars are ordered from connecting line. As a general thing, when box cars are scarce we prefer picking them up, but otherwise we would rather have the cars come right through the regular channel. It is just as much or more work to switch a car out of a transfer than it is to handle three or four other cars, but still we do that in cases

where we are short of cars, but we don't accept orders from industries for cars; they have to come through the local office.

Mr. Mitchell: I think the fact is lost sight of that all orders are not for a large number of cars. It may be for one or two, and if a connecting line delivers one empty it costs as much to switch it out of a transfer as one out of a string you might have in your yard.

President: It will even up; some industries call for twenty-five or thirty cars, and while incoming trains are being switched it would not be so very much more trouble to drop these cars down one track or another.

Mr. Mulhern: With reference to this empty car movement, I would like to ask the Superintendents how long they would tolerate their train dispatchers allowing empty cars to move in both directions? They wouldn't tolerate it at all, and it is just as essential in the yard service, or more so, than on the road. This is practically what it comes to here in the yard.

In regard to yard engines bringing back transfers when delivering one, I don't see why it wouldn't be a good thing. It just saves two movements over the frogs and switches of the Union Depot, which all but one or two of the lines are interested in. As a rule the average life of a frog in the Union Depot yard is about fifteen months, isn't it, Mr. Sanford?

Mr. Sanford: About that.

Mr. Mulhern: Now, if the Hannibal & St. Jo, in delivering a transfer to the Santa Fe, can save two movements of an engine over the frogs in the west end of the depot, it is that much revenue saved to all of the roads concerned. I believe that the more you consider the question you will see what advantage there is to be gained by an engine taking a transfer back after delivering one, except in such cases as have been cited by Mr. McDonnell and Mr. McCabe, where an engine has transfers for two or three roads. Even then it might be made practicable. The rule of economy is an ironclad one, and one that yardmasters especially have got to get together on. As to

having car inspectors traveling all over every yard, as suggested by Mr. Blair, I don't see the necessity for that.

Mr. Blair: Suppose you deliver a transfer to the Santa Fe and take back twenty cars from their yard, delivered to you at Twelfth Street, who is responsible for invisible breakage or any other defects that might be on the cars when they reach your yard? You have handled the cars against the Master Car Builders' Rules with your engine.

Mr. Mulhern: I think that could be arranged, but it would be necessary for car inspectors to be a little more vigilant than they are now, and not have so much time to play checkers, as I saw some of them doing a while ago.

Mr. Cummings: It is my understanding that the receiving road inspects and a copy of the inspection is sent to the delivering road. If that is correct, I don't see why an agreement could not be made, in the case of special transfers brought back by the receiving engines, to have the inspection stand just the same as if the delivering road delivered the cars with their own engine.

Mr. Blair: If we bring a car, for instance, into the Hannibal yard, it is inspected there by the Hannibal inspector. Now, if we take a car back and take an inspection after we get to our yard, and we find a broken sill, the question arises where that sill was broken.

Mr. Churchill: It seems to me an arrangement might be entered into in special cases to handle the inspection in some other way. We don't want to go into an agreement that we would, under any and all circumstances, handle even perishable in this way. There might be cases where we could, and there might be where we couldn't. I can hardly conceive of an instance where it would be practicable between the Mo. Pac. and Scott. They make their special deliveries at Twelfth Street, and we make ours at Santa Fe Street.

After some further discussion it was agreed that all make observation during the next month and ascertain how much could be saved by such an arrangement, and see whether it

would pay us to take any further action. The Vice-President also to confer with the Joint Car Inspection relative to the inspection of cars so handled.

President: I believe the only other thing that is to be brought before the Association is the matter of attending the Annual Meeting of the Central Association, which will convene at Indianapolis July 12. I presume the Secretary would like to know how many of the Superintendents will attend the meeting. I will say that it is my intention now to attend the meeting, and if any of the superintendents who are not going care to intrust me with their proxy, I shall be very glad to use it to the best interests of this Division.

There being no further business, the meeting adjourned.

C. E. CARSON,
Vice-President.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.

JULY.

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1898.

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CENTRAL ASSOCIATION.

The Annual Meeting of the Central Association of Railroad Officers, comprising the Cincinnati, Indianapolis, Columbus, Toledo, Peoria, St. Louis and Kansas City Divisions, held in the Assembly Room of the New Denison Hotel, Indianapolis, Indiana, July 12 and 13, 1898.

Meeting called to order at 9:40 a. m., July 12, 1898, with President T. F. Whittelsey in the Chair.

The following lines were represented:

& O. R. R.	.....	MR. J. H. GLOVER	.....	Sup't.
& O. S-W. Ry.	.....	MR. I. G. RAWN	.....	Gen'l Sup't.
"	.....	MR. C. H. HOWARD	.....	Sup't.
"	.....	MR. W. H. BRIMSON	.....	Sup't.
"	.....	MR. H. C. BARNARD	.....	Sup't.
"	.....	MR. C. C. RILEY	.....	Sup't C. S.
"	.....	MR. J. G. NEUFFER	.....	G. M. M.
& O. Ry.	.....	MR. GEO. W. LEWIS	.....	Sup't.
B. & Q. R. R.	.....	MR. W. G. BESLER	.....	Sup't.
L. K. & N.W. R. R.	.....	MR. A. T. PERKINS	.....	Sup't Terms.
I. & L. Ry.	.....	MR. L. H. PARKER	.....	Sup't.
"	.....	MR. A. J. O'REILLY	.....	Gen'l Agent.
R. I. & P. Ry.	.....	MR. C. L. NICHOLS	.....	Sup't.
C. C. & St. L. Ry.	.....	MR. G. W. BENDER	.....	Sup't.
"	"	MR. J. W. RILEY	.....	Sup't.
"	"	MR. T. J. ENGLISH	.....	Sup't.

C. C. C. & St. L. Ry.	MR. B. F. SIPP.....	Sup't.
"	" ..MR. W. G. BAYLEY.....	Sup't.
"	" ..MR. H. F. HOUGHTON....	Ass't Sup't
"	" ..MR. J. R. CAVANAGH....	Sup't C. S.
"	" ..MR. C. S. RHOADS.....	Sup't Telgpl
"	" ..MR. WM. GARSTANG.....	Sup't M. P.
"	" ..MR. F. M. LAWLER.....	D. M. M.
"	" ..MR. J. A. GIBSON.....	R. F. of E.
"	" ..MR. J. C. NELSON	E. M. W.
"	" ..MR. A. J. CONNELLY....	T. M.
C. H. & D. Ry.	MR. A. GALLOWAY.....	Sup't.
"	.....MR. S. B. FLOETER.....	Sup't.
"	.....MR. C. A. WILSON.....	C. E.
C. H. V. & T. Ry.	MR. M. S. CONNORS.....	Sup't.
Erie R. R.	MR. C. A. ALLEN.....	Sup't.
I. D. & W. Ry.	MR. GEO. H. GRAVES....	Sup't.
"	.....MR. J. W. CONNATY....	M. M.
I. U. Ry	MR. A. A. ZION.....	Sup't.
Iowa Central Ry.	MR. C. W. HUNTINGTON.	Gen'l Sup't
K. & M. Ry	MR. J. W. DAWSON.....	Sup't.
L. E. & W. Ry	MR. D. S. HILL.....	Gen'l Sup't
"	.....MR. H. F. BICKELL.....	A. G. S.
"	.....MR. S. R. KRAMER.....	Sup't.
"	.....MR. H. A. BOOMER.....	Sup't.
"	.....MR. M. P. DENNISTON..	T. M.
L. & N. R. R.	MR. BRENT ARNOLD....	Sup't.
Mo. Pac. Ry.	MR. C. E. CARSON.....	Sup't Term
Monon Route.	MR. F. W. QUIMBY.....	T. M.
P. C. C. & St. L. Ry.	MR. B. W. TAYLOR.....	Sup't.
"	" ..MR. WM. SWANSTON....	M. M.
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"MR. M. W. MANSFIELD..	Sup't.
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P. & P. U. Ry	MR. F. L. TOMPKINS ..	Gen'l Sup'
"MR. W. E. BELL	Ass't Sup'
T.&O.C.Ry.&K.&M.	MR. T. F. WHITTELSEY.	Gen'l Sup'

I. & I. R. R. MR. H. I. MILLER Sup't.
 dalia Line. MR. BENJ. MCKEEN Sup't.
 " MR. F. L. CAMPBELL . . . T. M.
 " MR. O. E. RAIDY T. M.
 " MR. J. M. LINDLEY R. F. of E.
 " MR. T. F. HILDRETH . . . Gen'l Fore.
 " MR. W. W. RAY C. T. D.
 ash R. R. MR. E. A. GOULD Sup't.

VISITORS: Mr. D. T. Bacon, Supt. Car Service Associa-
 Indianapolis, Ind.; Mr. J. D. Berry, Supt. Car Service
 ciation, Columbus, Ohio; Mr. A. J. Elliott, Supt. Car
 ice Association, Peoria, Ills.; Mr. Wm. Grogan, Supt. Car
 ice Association, Toledo, Ohio; Mr. C. W. Woods, Chief
 k P. C. C. & St. L. Ry., Indianapolis, Ind.

The Secretary called the roll and a quorum was declared
 ent.

President: It gives me great pleasure to see so many of the
 bers of our Association here this morning. From the dis-
 agements which the Executive Committee met in arranging
 his meeting, in the way of attendance of the Executive
 mittee, we were afraid that it would be difficult to arrange
 he meeting at a place that would be suitable to all of our
 sions. The votes which were cast by the different Divi-
 on location for place of meeting were so varied that it was
 difficult to make the decision. As you probably know,
 reading the proceedings, the choice for place of meeting
 extended from Mackinac Island to Old Point Comfort, north
 south, and from Niagara Falls to Kansas City, east and
 and knowing of no better way to solve such problem, we
 the "Solomon Wisdom" in the matter and undertook to
 he same in the middle, and selected Indianapolis; some of
 members were of the opinion that it would not do because
 said Indianapolis was the hottest place in the world in
 In answer to that argument I said they no doubt had a

cold storage warehouse at Indianapolis, and we could probably go there, but nature has smiled on us this morning and given us a beautiful day, and the Committee on Arrangements, a beautiful room, and I wish to emphasize the fact that a small room for the limited number of gentlemen at such meeting is a great advantage, for the reason we are closer together, and I hope you will appreciate that situation by entering generally into the discussions of these papers. We have an unprecedented number of papers at this meeting. We have seven Divisions of the Association and we have nine papers, and some of them are very excellent, and I trust that, inasmuch as the papers and their discussions will constitute the larger part of the meeting, that none will feel at all backward. With these remarks we will now proceed to the regular order of business.

President: Next in order is the reading of the minutes of the previous meeting, but as it has been customary to waive this, if there are no objections, we will dispense with their reading.

Report of Special Committee on making the Railway Equipment Register Official.

The Secretary read report of Special Committee on this subject, as follows:

Columbus, Ohio, June 28, 1898.

Mr. O. G. Fetter,

Secretary Central Ass'n of R. R. Officers.

Dear Sir: At the last Annual Meeting of the Central Association of Railroad Officers, the writer, Mr. T. F. Whittelsey and Mr. J. B. Flanders were appointed a Standing Committee to confer with the Committee on Car Service of the American Railway Association, with a view to having that Association endorse the following resolution, offered by the Central Association of Railroad Officers:

“Resolved, That it is the sense of the Central Association

of Railroad Officers that the Official Railway Register be made the official document of roads members of this Association."

We beg to advise that at the meeting of the American Railway Association, held at the Galt House, Louisville, April 6, 1898, the following report was made by the Committee on Car Service of the American Railway Association to that body:

"Your Committee has received from the Committee on Car Service a communication stating that that Committee has adopted the following preamble and resolution:

"Whereas, in the opinion of many railway officers the information published in the Railway Equipment Register is of great value to all car owners, and

"Whereas, in the opinion of the Committee on Car Service, it would be of material advantage if all companies should publish officially in one publication all necessary information pertaining to rolling stock equipment, clearance limits, etc., therefore

"Resolved, That the Committee on Car Service hereby recommends to the Executive Committee that action be taken recognizing the Railway Equipment Register as the official medium for the publication of data respecting rolling stock equipment, clearance limits, etc., in order that all railway officials may know to what authentic source they should look for such information.

"Your Committee recommends the adoption by the Association of the following resolution on this subject:

"Resolved, That railway companies and other car owners be and are hereby requested to publish official information respecting their car equipment and line clearances in the Railway Equipment Register, in order that a ready reference for authentic information on these subjects may be within reach of all railroad officials."

The action taken by the American Railway Association, as outlined above, seems to cover the recommendations of the Central Association and the same is herewith submitted as the report of your Committee. Will you kindly present the same

to the Central Association of Railroad Officers at their next meeting, to be held at Indianapolis, July 12 and 13?

Yours truly,

M. S. CONNORS, Chairman.

T. F. WHITTELSEY,

J. B. FLANDERS,

Committee.

It was moved by Mr. Galloway, seconded by Mr. Zion, that the report of the Committee be received and spread upon the minutes.

Report of Special Committee on Pooling of Railway Freight Equipment.

The following report was read by Mr. Cavanagh, Chairman of Special Committee on this subject:

Your Committee have investigated the matter of "Pooling of Freight Equipment" and beg leave to report that in their opinion the pooling of freight equipment is feasible and practical, and that rules and regulations can be adopted whereby each and every road as a stockholder and car-user would get their full rights. It might be advisable perhaps to start in with a "limited pool" by dividing the country into sections or territories. For instance,

Take the New England States as Territory "A,"

The Atlantic Coast territory south of the Sound to Mason and Dixon's Line, west to Buffalo, as Territory "B,"

The Central States, west of Buffalo to Chicago, to St. Louis, to Cairo, and up the Ohio River to the western boundary of Territory "B," might be known as Territory "C," and so on, taking in the entire country.

Mark the equipment by initials or prefixes to indicate kind, length, capacity and class, thus: First, letter "territory or section"; second, indicating "class of car"; third, indicating its "length" and the "capacity"; thus ABDE would indicate car

belonging to Territory "A," a common box car, 36 feet in length, 60,000 lbs. capacity, each class to begin at No. 1.

Each road or line to own stock in the equipment company as its proportion of that specific class of cars bears to the total equipment of that assignment, as per M. C. B. appraisement.

Gradually there would be a consolidation of territories, and finally all sectional or territorial distinction would be eliminated.

Under either plan each section or territory to be in charge of subdistributor, who would be the representative of the mechanical department to look after the repairs, defects, etc., demurrage or car service rules, and the distribution of equipment; or, in other words, the representative of the Joint Railway Equipment Association and the Railways in the handling of these matters. (This might also include the weighing and inspection bureau.)

Each company to be entitled to its full quota of cars in each class when it so desires; when a surplus, notify the district manager. It is then optional with the district manager to distribute such surplus not needed by the owner to other lines that may be in need of equipment or arrange with the joint distributor at Buffalo or elsewhere for the gradual distribution of the equipment into territory where it is needed or will be soon.

Under the proposed arrangement the empty car movement will be reduced to a minimum, but the availability of the present amount of equipment will be increased at least 25 percent.

There would be no storing or sidetracking of foreign cars and pushing home cars, as every company would participate in the increased movement or any delay that the car will be subjected to.

In addition to this, the compensation for the earnings of the different classes of equipment should be based on their earning capacity, thus: A coal car should not receive the same compensation as a large 50-foot furniture car, or the large, expensive refrigerator. Under the proposed pooling plan the private cars should be taken in on the same basis as railroad equipment, plus a small percent for expenses, but as fast as destroyed the

value, as per M. C. B. Rules, will be paid to the owners, and thus gradually eliminate the private cars from use.

There is no denying the fact that some of the private car companies invested their money and built cars at a time when railroads did not have the equipment nor the money to purchase equipment with, and are therefore entitled to some consideration, and the above plan, it seems to us, would be equitable both to private car companies and the railroads, as very few private cars have been purchased or built of late years, and as all equipment is to be put in the pool on the basis of valuation according to M. C. B. Rules, the modern equipment, or railroad cars, would then receive the advantage as against the private or railroad inferior cars.

A limited pool might be established with 33, 34, 35 and 36-foot box cars as an experiment, and a number of lines join, although to get the full advantages it should take at least all in a certain territory as a starter. The benefits to be derived from such a pool are:

- 1st. Economy of operation in handling distribution and switching.
- 2d. Greater availability and consequent increased performance.
- 3d. No more car building for at least six years, except to maintain the present number of standard cars.
- 4th. Economy in maintenance.
- 5th. More rapid standardizing of sizes, parts, etc.
- 6th. Saving of expense of large stocks or varieties of parts or material for repairs.

J. R. CAVANAGH, Chairman.

G. W. BENDER,

J. W. RILEY,

Committee.

On motion by Mr. Arnold, duly seconded, the report was ordered received and spread upon the minutes.

It was moved by Mr. Brimson, seconded by Mr. Zion, that the report of the Committee be printed in circular form and

distributed to the members of the Association, to be taken up for consideration at a later session.

Does the Present Style of Vertical-Plane Coupler Meet all Requirements; Has It Come to Stay?

BY P. LEEDS, SUPERINTENDENT MACHINERY L. & N. R. R.

Gentlemen of the Central Association of Railroad Officers:

Having been ordered to prepare a paper on the query "Does the present style of vertical-plane coupler meet all requirements; has it come to stay?" a concise statement of my opinion would be an emphatic negative to the first and an equally emphatic affirmative to the last, and in the language of the notorious boss, "What are you going to do about it?" It seems to me scarcely credible (or creditable) that the adoption of this device should have resulted from a careful investigation and consideration of the well-known conditions and requirements of service: first, that the concussion when coming together should be evenly and squarely met on a central line; second, that the pulling strain should be on a central line so as to avoid all tendency to crowd the flanges against the rail; third, that the connection should be so flexible that there should be no unnecessary friction at any time, or difficulty in coupling on any practicable curve; fourth, that the device should be capable of having its strength increased to meet future requirements of heavier motive power; fifth, that it should be always operative; sixth, that there should be as great a uniformity as there was in the link and pin. In my opinion the present style of vertical-plane coupler contains none of these essentials. As a comparison, the link and pin coupling is certainly the simplest form possible, and with it both the buffing and pulling strains are on straight lines, and practically always through the center of the column or the greatest line of resistance, with no adverse leverage to make one point more vulnerable than another, all blows having a crush-

ing rather than a breaking force. The vertical plane departs from this simple mechanism to the extent that when cars are thrown together the greater part of the blows are received at the point of greatest adverse leverage, far outside of the center line of column, thus adding to the destructiveness of the blow, producing a breaking strain in addition to the crushing. In pulling, the line of strain is considerably out of the center, and produces a transverse breaking strain in addition, causing a tendency for the car to crawl towards and crowd the flanges against the rail. The connection is not as flexible as it should be, as for obvious reasons the bar must not have any great amount of lateral movement; hence, where there is an appreciable difference in the overhang of two cars, as in the case of a car with a six-wheeled truck coupled to one with a four-wheel, there is a great leverage tending to crowd the car with the shorter overhang off the track. Not only has this been demonstrated by the derailing of tenders where this rigid connection has been made, but it can be easily demonstrated by diagramming a four-wheel baggage or express car, built without platforms, and a six-wheel car with such platform. The centers of the couplers will be several inches out of line with each other, and it has been demonstrated that in order to force them into line a transverse pressure of upwards of 50,000 pounds has to be exerted. While these are exceptional cases, the same holds good in degree throughout our whole equipment, and taken in connection with the "demnition grind," both vertical and horizontal, caused by the motion of the cars and a rigid sliding bearing, as against the pivoted action of the link and pin, not only causes our trains to pull harder, but is destructive to both equipment and track.

This device was adopted when the car equipment and motive power were a great deal lighter than now, and the lines that were adopted were those that had been produced to meet the requirements of that time and in competition commercially with the link and pin, and as those lines were such as precluded the possibility of increasing the proportions, the only safeguard or

increase in strength to meet the increased demands upon it lies entirely in the quality of the material used in its construction, and the temptation to consider first cost is so strong as to, in a great measure, defeat this measure; in fact, this point of first cost is so strong that there are couplers in which the weight has been reduced from the original construction, enabling the manufacturer to reduce the price per car while getting practically the same price per pound. A great deal might be said as to quality of material, but as it has no bearing on the type is left unsaid.

While the unlocking devices were primarily based on the action of the pin, still the fact of so many changes having been made in this part of the mechanism is, in my opinion, proof that this type of coupler had been hastily adopted, and unknown and untried complications introduced therewith. As to its being at all times operative, it can be safely said that any coupler which can be fairly criticised upon fixed mechanical principles as likely to give trouble at a given point will, after a certain amount of strain and wear in service, surely prove troublesome at the point thus criticised. This criticism can fairly be made upon mostly all couplers in service today; thus any coupler of a design likely to break or get out of order readily, to couple with great difficulty under some of the ordinary conditions of service, to come uncoupled, not to uncouple when required, is faulty, and such defects are more likely to develop when all cars are equipped with the M. C. B. couplers, as when coupled largely with the link and pin bars such failures are not so frequently made plain.

While it is incumbent upon us to so construct our draft rigging as to render the danger of bars pulling out as small as possible, still it is a fact that they do so, and also that bars break, in which case we lose the old safeguard of the link and pin holding the head or bar up until the train is stopped; hence there has been an element of great danger introduced, and which no effective device, so far as I know, has been provided to meet. As probably breaks-in-two from couplings are more serious and

dangerous than mere breakages, there are those who assert that this has been reduced, and that this more than offsets their disadvantages, but in my opinion couplers have to such a large extent been coupled with link and pin bars that until recently they have not been used in their proper functions of automatic couplers, therefore no conclusion or opinion could be safely formed on this point; at the same time, in my opinion, based on reliable information, they have increased. Another thing, these causalties were to a great extent the result of the use of inferior material, or improper proportions, either of which could be readily overcome in the link and pin drawbar.

I fully recognize the necessity of an automatic coupler, but still believe that the criticism can be justly made that the vertical-plane type was improvidently, if not hastily, adopted, while no sufficient attempt was made to remodel the link and pin bar to make it automatic; improvidently from the fact of its first cost and decreased life, over what a properly-designed automatic link and pin bar of proper material would give at a great deal less first cost, and, in my opinion, a greater degree of safety. But allowing that there are some who agree with me, please answer the query, "What are we going to do about it?" The great number of these bars already applied, and the fact that within a short period all cars must couple automatically by impact, make it the standard of the country; and further, the fact that all couplers of the future must couple with this type, taken in connection with the construction of the bar as to outlines, prevents not only the introduction of any other type, but any improvements in this type as to the essential of strength. As I have heretofore remarked these outlines were designed to meet the requirements of a service when the heaviest motive power were such as are now being retired from service as being too light for economical operation, and while the ultimate tensile strength of the bar may still meet the requirements of the increased motive power, still the most destructive agency has been increased in the same proportion, *i. e.*, the blows received in yards from moving cars of from 90,000 lbs. gross

weight, as against those of about 50,000, the velocity being a variable and unknown quantity, but probably not decreased, yet with all its faults we have it still, and, with the immense sums expended upon it, we are likely to have it for many years to come; therefore the only thing we can do is to try and make it the most effective, serviceable, economical and least dangerous possible.

On motion of Mr. Brimson, duly seconded, the paper was ordered received and spread upon the minutes.

Mr. Rawn: I assume that this matter is now open for discussion. Mr. Leeds has been dealing with a very important subject, and I do not believe that this Association ought to pass by his paper and his valuable opinion without a further discussion. We have here with us this morning a number of mechanical men, and I think we should receive from them an opinion upon Mr. Leeds' paper.

President: Will say from the standpoint of a transportation man I was very much surprised to see the position taken by Mr. Leeds regarding the M. C. B. type of automatic coupler, and will be pleased to have the mechanical men, as well as the transportation men, discuss the matter freely.

Mr. Swanston: So far as the general principle of the bar is, it is correct there are defects in the M. C. B. coupler, but how to remedy them I do not know. There is an attempt made at the present time to have a coupler of the same type, that is, one that will couple with it and still have a center draft, which I think an improved idea. It is a matter which requires considerable expense and experience, and while we know there are defects, just how to find out the remedy is the question.

Mr. Besler: I was in the same position as our President when I received this paper and read what Mr. Leeds had to say about it, and at first my impression was that he was entirely wrong, until I read the paper over again and discussed it with other departments. I find that our mechanical department agrees somewhat with what Mr. Leeds says in his paper. It

seems that Mr. Leeds' coming out in this shape is about the first loud clap of thunder from the clouds that are appearing in the coming storm against the M. C. B. coupler. In talking to yardmen about it, one of our yardmasters stated that the M. C. B. coupler was defective, and said he could get more work done with the old link and pin drawbar than with this coupler; simply relate this to show how some of the men working with it feel about it. Mr. Leeds brought out a number of good points in his paper. We have derailments which can only be accounted for in the manner which he has indicated here; thus indicating that derailments may be attributable to this type of coupler.

In talking the matter over with a motive power man he remarked to me that the first M. C. B. type of coupler, if I remember correctly, was the Gould coupler; stated that that coupler found its way in the market and into service because of the excellent financial ability and management of the Gould people, who were able to get their device on the market, and that other automatic couplers which came after it must be able to couple with the Gould type of coupler in order to find favor. The matter of unlocking device is another important one. There are quite a number of couplers on the market (will not name them, as you are perhaps familiar with them) which are absolutely unsafe and not fit to be used at all on account of their liability to open while in service; I have known instances where trainmen carry wire to wire down the pins. When you have to do that with a coupler, certainly that style of coupler is not a good one. In order to get statistics on the subject, our road prepares a report of all break-in-twos, and trainmen are instructed to look at the name of the coupler and report the type, a record of which is kept, and thereby you secure some valuable information.

One paragraph to which I do take exception is the paragraph which says that not sufficient attempt has been made to improve the link and pin coupler so as to make it automatic. If Mr. Leeds will refer to the patent office and see the number

of "automatic" link and pin couplers, I do not think that he will say that not sufficient attempt has been made to improve it. Generally speaking, we of the superintendents must look at this question from the standpoint of the operation of those couplers rather than as to their construction, as we are principally interested when a car reaches us from the car shop or repair track and we take it and begin to make it of service to us, and therefore our discussion today, so far as the superintendents are concerned, should be from the standpoint of how we find it operates in our practice, and do we have the trouble with it which we might expect from what is pointed out in this paper?

Mr. Galloway: Owing to Mr. Leeds' emphatic opinion on this question, I suggested to the Cincinnati Division that the subject be assigned to them, the result of which is this excellent paper, and I must say that I have not been disappointed in Mr. Leeds. As Mr. Besler stated, it is the first cloud from the clear sky, and I had my doubts as to whether Mr. Leeds would want to write a paper on the subject. There were two points in his paper that particularly impressed me, the first was the cause of many derailments, and I believe he has reached the proper question when he attributes some of these unaccountable accidents to the automatic coupler from breaks and parts falling on the track. These two causes I think are responsible for many derailments which we charge to something else, and I had that in mind when I presented the subject. Would like to hear from Mr. Garstang on this subject.

Mr. Garstang: I have not read this paper and hardly feel in position to discuss it. I just read here where he speaks of a long and a short car; I presume he refers to passenger cars only, as there is very little difference between the center of body bolster on freight equipment.

President: It seems there can be no more important subject for us to discuss than this one, for the reason that we are required by the government to equip cars with this coupler, and

if it is not going to be the right kind of a coupler the sooner we find it out the better.

Mr. Rawn: I quite agree with the President that this is a very important subject, and one that should receive careful consideration; have no doubt but that the subject was thoroughly discussed and gone over at the M. C. B. Convention, and it seems to me, therefore, that Mr. Garstang is in position to give us a great deal of valuable information which may have come out in the general discussion of the subject at the M. C. B. meeting. I think that Mr. Garstang understands that Mr. Leeds takes a position against the M. C. B. automatic coupler, and I think that he is the one gentleman here this morning to help us out of our dilemma owing to Mr. Leeds' position.

Mr. Garstang: All I can say is this: Mr. Leeds makes a point about the coupler being weak. That point was taken up two or three years ago to strengthen the coupler, more particularly the body. I can not agree with Mr. Leeds that it is not as good a coupler as the link and pin, and I think when we get more cars equipped with it and understand it that we will not have the trouble we are now having. As far as the lateral motion is concerned, it depends largely on the motion of the drawbar. Take two drawbars and lay them together on that table; you can move the rear end of those drawbars a distance of six inches without causing any material friction. They work that way in the knuckles. Some lines are such they can not do this, and roads that are very crooked and have sharp curves, it seems to me that they could overcome the friction made by it by widening their clearances so as to let them work sideways instead of direct. Will say that the drawbar as it now stands I think will outpull and outstand any link and pin drawbar now in service, and that with fair usage ought to last a great deal longer.

Mr. Rawn: I know that Mr. Garstang will pardon any criticisms, but it seems to me that Mr. Leeds makes suggestions here which ought to be made clear to those operating railroads, and he makes suggestions here certainly new to some of us, and I would like to direct Mr. Garstang's attention to one or two

particular suggestions. On the first page Mr. Leeds says, first, that the concussion when coming together should be evenly and squarely met on a central line. He makes the point that the automatic coupler is not central in action, and therefore is not as good as the link and pin coupler. Second, he says that the pulling strain should be on a central line, so as to avoid all tendency to crowd the flanges against the rail.

Mr. Garstang: As far as Mr. Rawn's questions are concerned, I do not feel able to answer them without putting the thing down on a piece of paper, yet I think Mr. Leeds' stand is correct, that it is not a direct or central pull, but just how much it is out could not say.

Mr. Lawler: In some points I agree with Mr. Leeds, while in others I can not. I do not think you can attribute any derailments to that cause. As far as the link and pin drawbar not being experimented on, as Mr. Besler stated in his remarks, I believe I have seen more attempts made on that coupler than on the automatic coupler. I think that the automatic coupler is far superior to the link and pin, and it is a coupler that has come to stay, and while it may be changed the same as other things, improvements coming right along, and I think there is room for decided improvement in the automatic coupler, yet our experience on the Big Four is that it is a decided improvement over the link and pin drawbar.

Mr. Hildreth: The only case where I have seen it necessary to change the automatic coupler is on the front end of certain switch engines where it was shown it had a tendency to throw them off the track, and as we all know there has got to be a good distance between the wheel base of the front drivers and the coupler, that is not at all surprising, and was obviated by changing the head of the coupler so as to allow it more motion. That is the only case that has come to my attention where it was necessary to have more play than the couplers have at present. Of course, as the lines on which the coupler is laid at present does not give a direct pull, there is bound to be a certain amount of lateral strain, yet this is such a small percentage of

the total pull that I do not think it amounts to any appreciable difference, surely not enough to derail a car under ordinary conditions.

Mr. Lawler: A great many roads have found it necessary in their passenger equipment, cars measuring seventy feet and over, to equip their cars with three-stem drawbars, which gives a sufficient amount of slack to meet any requirements. Take our standard drawbar, which measures about twenty-one and one half inches, on thirty-four and thirty-six-foot cars you would not require that drawbar, because the original type of M. C. B. coupler will meet all requirements; but on passenger cars I would recommend and favor the three-stem drawbar in preference to the automatic coupler.

Mr. Hill: Our experience with automatic drawbars has been so slight that I do not feel able to discuss this paper at present. It is only lately that we commenced using them on our freight cars.

Mr. Allen: Am not sufficiently posted in this matter to offer any suggestions. We have had no experience in the way of derailments which we could charge to the automatic coupler. It looks to me that it is a problem that will have to be solved through the mechanical departments of the railroads. We keep a record of all failures of automatic couplers and make monthly reports to our general offices, and I presume it is used in tabulating data for the M. C. B. Association and coupler manufacturers. We find them very satisfactory, and I do not think the link and pin couplers will supplant the M. C. B. coupler. I think it has come to stay, and know of no way to get rid of it, and the only way to do is to remedy the defects, and that is only to be found out by watching carefully the cars equipped with them. It is a very deep question, but I think it will work out after a while.

Mr. Quimby: From my observation of the M. C. B. coupler it seems to me it is a great improvement over the link and pin in more ways than one, not only in an operating way, but a mechanical way as well. Have known of some derailments

...riring by reason of this coupler breaking and falling on the track, but I think the cases of derailment due to this class of coupler is very seldom, and it certainly is less dangerous than link and pin in men coupling, and I also believe there is a device to prevent the coupler falling on the track when it is broken; I think the mechanical men know of something of that kind; whether it is perfectly practical in all respects I do not know.

Mr. Lindsay: We had quite an experience with the draw-

About a year ago a man came down from Terre Haute with a drawbar which he wanted to test to find out if there was anything good about it, and he made a very successful test. I believe it was called the Brown coupler. He coupled cars on the sharpest curves and on a straight line without any difficulty; he showed the drawbar had a central pull instead of a side pull. It pleased the yardmen very much because they did not have to move the car off a curve to couple it, and it pleased the mechanical men because of the central pull which they had been wanting for some time, and the man was led to believe that he had found a good thing—the best drawbar out. I thought the drawbar was all right until a short while ago when I met a representative of this drawbar. He had two cars equipped with it and showed it to the members of the Western Railway Club; they all seemed pleased with it, until someone finally said that he had gotten it away from the M. C. B. lines. The mechanical department has laid down certain lines that must be followed in improving the M. C. B. coupler. In order to improve the drawbar a little it is possible you can not follow the lines, and this drawbar did not follow the lines because it had more material in the coupler than the M. C. B. lines called for.

Mr. Lawler: I can here state that the M. C. B. lines on drawbars are made so one drawbar will conform to another and for that reason they adopted certain lines for drawbars, and if they had not done so it would be impossible to couple cars together with any degree of safety.

Mr. Lindley: This drawbar coupled very nicely with the M. C. B. automatic coupler in making couplings.

Mr. Rawn: I have no doubt that if this paper had been written by a gentleman not an authority and not well posted in matters of drawbars, that this Association would not have taken much notice of it, but I am surprised, disappointed and amazed at Mr. Leeds' suggestions. It does not seem to me that in the original discussion of this subject before the M. C. B. Association that the concensus of opinion in that meeting was that which Mr. Leeds expresses here. It does not seem to me that if the M. C. B. Association had presented that thought to the railroad management of the United States prior to the adoption of what is termed M. C. B. coupler that the managements of the railroads would have adopted it, and I will again appeal to my friend Garstang as to whether or not those were the sentiments of the M. C. B. Association. It does not seem possible that the management of railroads would have adopted the present coupler if the M. C. B. Association had said to them that they regarded it as unsafe, and that is what Mr. Leeds says in his paper.

Mr. Garstang: This is a very deep subject, and the deeper we get into it the harder it will be to solve it. My first recollection of the vertical-plane coupler was back in '79 or '80. It was then being made by the same parties making the Janey coupler now, and I believe the only concern making it at that time. The lines of the present coupler are practically the same now as they were then, the only difference being in strength to meet the various conditions that have come up since then in the way of heavier equipment. I would suggest, Mr. President, that a Committee of three be appointed to take up the points in the vertical coupler brought out by Mr. Leeds' paper, with a view of improving the M. C. B. coupler, and report on same at the next meeting of this Association.

President: Do you offer your suggestion in the form of a motion?

Mr. Garstang: Yes, sir.

Mr. Allen seconded the motion, and on vote same was passed unanimously.

The Chair appointed as such Committee Mr. Wm. Garstang, Chairman, Mr. I. G. Rawn and Mr. J. M. Lindley.

Handling Freight Trains Before and After the Adoption of Air Brakes.

BY O. E. RAIDY, TRAINMASTER VANDALIA LINE.

The purchase of six large freight engines to supersede more than twice that number of smaller ones, and the natural increase in the size of trains from twelve to twenty-five carloads, brought to the surface a heretofore unknown problem—that of how to control trains through sags and over “hog backs” to prevent the train breaking in two and running together with its disastrous effects. At first it seemed a very simple matter, and everyone agreed that it could be done by controlling the train with brakes. From the theory that one good brake on the rear of train would hold as much as two brakes on front end (braking power of the different brakes being equal) the deductions were made that the rear end was the place from which to hold the train, and that, by an intelligent manipulation of the brakes to keep the slack stretched out, the trains could be handled to prevent breaking in two. There was no division of opinion among railway men at this period as to which end of the train the braking should be done. It was soon found, however, that a correct solution of this problem (daily growing more complicated) had not been reached; the trains still continued to break in two; sometimes the explanation was that they had more cars than usual in train, and being dark or foggy, or both, the engine had passed the top of the “hog back” before brakes on rear could be released. This proved two things: First, that the brakes, if left set a moment too long, were very liable to break the train in two, and when left set too long and the train did not break in two, it was considered as conclusive evidence that

all parts of the draft rigging, which would include links and pins, draw-bar keys and follower plates, etc., were possessed of more than the necessary strength to withstand the terrible strain to which they had just been subjected. And while no jerks or surges were felt on the rear that would indicate to the crew riding on that portion of it that the train was not being properly handled, those on the front end experienced several severe surges and jerks, which were felt immediately after the engine had passed the top of the knoll. This was enough to convince the observer that something was radically wrong, either with the rear brakeman's manipulating or the theory of braking from the rear end, and possibly both. After a series of tests were made it was found that the shocks were noticeably decreased when no brakes were applied from the rear. It was noticed next that the jar and surge was hardly preceptible if the engine-man shut off steam just at the point where the descent commenced. Further experiments developed the fact that the train could be held from the front end with but one jar, and that a very light one, occasioned by the first brake set bunching the slack just before reaching the sag. Quoting from the paper of Superintendent Nichols, of the C. R. I. & P.: "If there was no slack in couplings, in other words, if each train was solid and moved as a complete whole, there would be no occasion for this discussion." If to the above had been added, equipping all cars with automatic brakes and couplers, the latter so constructed as to require human aid to uncouple, the entire ground would have been covered. (Except that portion I have added), the above could not be more aptly expressed. The assertion is here made that holding the train from the rear removes it as far as is possible from the condition of a complete whole, and, on the other hand, holding from the front end brings the train as near as possible to a complete whole. Approaching the sag and "hog back," the train should be handled as follows: the engine-man should shut off steam a few car lengths before reaching the sag; the front brakeman should set the brake on the first car; this alone will bunch the slack together and will be the only

jar felt while the train is passing over the "hog back." Approaching the top of "hog back," enough more brakes must be set to prevent the front end from running down the grade any faster than the rear end is running up the grade to the top of "hog back." After the cabin car has reached the top all brakes may be let off. One of the most important factors to be considered in handling freight trains is the variation of momentum of the different parts of the train. With the train held from the front end there can not be any variation of momentum at any part of the train and all weak parts are protected, and the entire train moves as nearly like a solid as possible. This method of handling from front end will apply to all roads, whether mountainous or prairie, which have a part of the road that the slack must be manipulated to prevent train breaking in two. Trains do not as a rule break in two while passing through a sag or from the jar occasioned by the slack running together. A case came under my personal observation where a pin was broken in starting from a water tank, and which pulled the train until the slack came together about eighteen miles from starting-point. The lower half of pin was found at the water tank referred to and was easily identified by being flat and having a rivet at lower end to prevent removal entirely from draw-bar.

A paper on handling freight trains partly equipped with air is one that must be written, read and digested quickly or it will be found to be out of date (or back number), owing to the rapidity with which the railways of today are placing the automatic brake and coupler on their freight equipment. Since the adoption of the air brake on the Vandalia Line the only trouble experienced, with the exception of an occasional case of rough handling, was caused by trains which had parted without the knowledge of the crew and running together when approaching railroad crossings, water stations and other stops. It is a well-known fact that trains frequently break in two from no apparent cause at the time, and the first intimation is the crash that follows from the rear end overtaking the front part. The plan adopted by the management of the Vandalia Line to overcome

this matter may be considered interesting. After much study and many experiments, the following instructions were issued May 31, 1895:

“Circular No. 11.

“Test to Ascertain that Train is not Broken in Two.

“The front brakeman must be on top before the engineman shuts off. As soon as the steam is shut off the cabin car brake must be set to test whether the train is all together or not. If the front brakeman does not feel the jerk he will at once assume that the train has parted, and signal the engineman that the train has parted, as per Rule 43, Standard Code; he will also give the same signal to the rear and see that the front portion is not brought to a stop until signalled that the rear end has been stopped, then proceed as directed by Rule 103. If the front man does feel the jerk from the rear he will raise and lower his lamp vertically as per Rule 60.

“The rear brakeman must also be on top before the engineman shuts off and go forward at least one third the length of the train from the cabin car and then wait for the test. The conductor must set the cabin car brake. If either of the men signal that the train has parted, all will be governed by Rule 103.”

Since that time but one case of train breaking in two and running together has occurred, and the investigation developed that the test was not made. It is not considered necessary to apply this test where the train will stop without applying brakes. In all cases where a few brakes are to be set on front end air cars should be used. Going behind the air cars is unnecessary. The brakes, when set by air, are applied at least one fourth greater power than when set by hand, consequently the engineman has the additional power in reserve at all times in an emergency case.

In the ordinary freight train movement we find that the aver-

age number of air brakes per train is seven, and all stops are made with the automatic brake, the train crew not applying brakes, only in response to a whistle call from the engineman in emergency cases, or if something happened behind the engineman that makes it necessary to apply hand brakes. Having no grades on the line to exceed one percent, this plan works satisfactorily on this line. Response to inquiries made show that the same plan is being followed on a great many other roads. There are very few roads that do not have places where freight trains regularly stop in which the steam is shut off for a mile or more from the point of stoppage and the train allowed to run by its own momentum to that point. It is believed that it would be good practice, approaching points of this description, if, as soon as the steam was shut off, one or two brakes were set on the first one or two cars behind the engine and allowed to remain set until the stop was made. This would bunch the slack of the train all together and would allow the engineman to make two or more applications of the brakes, if necessary, without jarring or breaking the train in two. It would also largely reduce the shock that always accompanies the emergency application, and would also no doubt largely reduce the number of claims for freight damaged, for which no one is able to give an explanation as to how it occurred.

It was moved by Mr. Brimson, seconded by Mr. Cavanagh, that the paper be received and spread upon the minutes.

Mr. Nichols: I presume you have all read the paper I prepared on the same subject, which is a direct opposite to the one just read. Will say, however, that we have had but one accident since the adoption of our rules. Our plan of handling freight trains partially equipped with air is to overcome break-in-tuos. We were having considerable of them on our road, and our general manager told us that something would have to be done to put a stop to it. We looked into the matter and found that our trouble was that our men did not now when a train was broken in two, and so we issued rules that all trains must be

held from the rear end at all times, and since then we have not had any trouble.

President: Would like to ask Mr. Nichols how long you have had the rules in operation.

Mr. Nichols: Going on two years. We did not come to our conclusion by guessing, but took a train of fifty cars and went over portions of our road. Our mechanical department was very much opposed to the plan until after the matter was tested.

Further discussion then followed as to the practice of the different members present, after which same was passed.

On motion meeting adjourned at 12:30 p.m., to meet again at 1:30 p.m.

SECOND SESSION.

Second session of the Annual Meeting of the Central Association of Railroad Officers was called to order by the President at 1:45 p.m.

The "Unit" System of Tonnage Rating.

BY J. H. GLOVER, SUPT. B. & O. R. R.

When we accomplish something in the direction of progress we do well; therefore, when we accomplish a little more in the same direction, do we not do better?

It is probably a fact that nothing in the line of economy in the operation of railroads has shown more beneficial results than the adoption of the tonnage system for rating the train haul of locomotives, but is there not still much room for further development—not so much in the general idea as in the application?

Each line or management has, to a great extent, followed its own interpretation of the same general principle; and while we have a tonnage rating in effect on nearly all railroads, there are probably no two that are entirely adapted to close interchange.

If it is possible for all roads to adopt a uniform system which would avoid all complications in interchange, the fundamental principle of such system must be simplicity.

Some three or four years ago, when a tonnage system was in contemplation on this road, Mr. J. M. Graham, then superintendent of the Ohio divisions, conceived the idea of reducing the calculation of tonnage to a basis of a unit of weight to simplify calculation, it being generally conceded, I believe, that the greatest difficulty in the operation of the average tonnage system is the amount of mathematical calculation required on the part of agents, yardmen and trainmen (many of whom are not thoroughly equipped in that direction) and the consequent liability to error.

To reduce the amount of calculation to a minimum, and at the same time attain the maximum of accuracy, was the question.

Cars are rated for loads of 30, 40, 50 and 60,000 pounds; that was simple enough, and it would naturally seem that the unit should be 10,000 pounds, 5 tons; but when we take into consideration the average light weight of the different classes of freight equipment, and also the fact that ten percent overloading beyond the marked capacity is permitted, the 5-ton unit becomes unavailable.

The light weight of 30, 40 and 50,000-pound capacity equipment will usually run from 18 to 28,000 pounds, and of 60,000-pound capacity equipment from 30,000 pounds up; therefore, taking into account the increased rail and rolling friction and wind pressure of a train of empties, it was decided to adopt as a unit 13,000 pounds, 6½ tons. As the dividing line between one and two units (and no car to be rated less than two units) would be 19,500 pounds, all empty equipment of less than 60,000 pounds capacity would be rated at two units, 26,000 pounds, thus giving a fair allowance for friction, wind pressure, etc.

Following out this line of "Unit,"

1—	13,000	pounds
2—	26,000	"
3—	39,000	"
4—	52,000	"
5—	65,000	"
6—	78,000	"
7—	91,000	"
8—	104,000	"

a 30,000-pound capacity car should weigh, gross, about 52,000 pounds; 40,000 car, 65,000; a 50,000 car, 78,000; a 60,000 car, 91,000. Add the light weight to the capacity and these figures are very close; therefore, as near as can be arrived at, 13,000 pounds, $6\frac{1}{2}$ tons, is the greatest common divisor of the light and gross weights of the different classes of equipment.

It is obvious, therefore, that the gross weight of fully loaded cars will closely approximate some multiple of the load unit, and that errors of excess and deficiency are equally probable. For miscellaneous loading it is also obvious that the error may vary from nothing to 6,500 pounds per car, or for a car of 6 units 1,083 pounds per unit. The law of probabilities applicable to such cases is, that the probable average error decreases as the square root of the number of chances, so that for a train of, say 144 units, the probable average error per unit would be 1,083 divided by 12, or 90 pounds per unit, which is about seven tenths of one percent. This would be a small fraction of the total weight of any car, and will give as near the actual weight of any train as can be secured under any system.

By actual experiment we found the following differences between gross weights of trains and gross weights derived from weights of individual cars reduced to units:

Train of 28 loads, gross wgt., 925 tons, variation, .4 percent.
Train of 38 loads, gross wgt., 1250 tons, variation, .8 percent.
Train of 34 loads, gross wgt., 1106 tons, variation, .1 percent.
Train of 34 loads, gross wgt., 1106 tons, variation, 1.3 percent.
Train of 41 mixed cars, g. w., 1199 tons, variation, 1.8 percent.
179 cars of ice, gross weight, 5648 tons, variation, .7 percent.

These experiments agreed closely with the theory advanced above, and indicated that the use of the unit for loaded cars would ordinarily come within one percent of the actual weight; that where empty cars were included the deficiency in weight would compensate for the increased length of train, increased rolling friction, etc.

After more than a year of practice we find these conclusions fully vindicated. The advantages gained are the saving of clerical labor at stations and yards, the ease with which yardmen and trainmen may calculate the tonnage of trains, and the ease with which trainmen may rate cars picked up at non-scale stations, particularly bulk freight, coal, coke, ore, sand, stone, etc., and, above all, owing to the small denomination of the figures used, the scarcity of errors in calculation.

On May 1, 1897, the "Unit" System was adopted on the Baltimore & Ohio R. R., and only the following brief circular from the general officers was found necessary to its complete and successful installation, no supplementary general instructions having been issued or found necessary since that date, showing conclusively the simplicity of the operation of the system and the fact that it was easily comprehensible to the most interested, the agents, yardmen and trainmen.

"To all concerned:

"On and after May 1, 1897, all freight locomotives will be rated on a tonnage basis.

"To simplify computation 13,000 pounds ($6\frac{1}{2}$ tons) will represent the unit of load.

“The superintendent will designate the number of such units to be hauled by each class of locomotives over each subdivision under his charge. Conductors and yardmasters will only vary therefrom upon his authority.

“Agents at stations where cars are loaded or received from connecting lines will ascertain the gross weight of the car and load, reduce it to units and mark the number of such units with a large figure in blue pencil on the car card, as well as on the card manifest.

“Conductors taking on cars at stations where there are no agents will mark the number of units on the car card and card manifest in like manner.

“Where actual weight of loaded cars can not be ascertained estimated weights will be used until the car is weighed, when correction will be made accordingly.

“To ascertain the number of units the following table will be used:

“LOADED CARS.

Gross weight not exceeding 32,000 pounds.....	2 units.
Over 32,000 and not exceeding 45,000.....	3 units.
Over 45,000 “ “ 58,000.....	4 units.
Over 58,000 “ “ 71,000.....	5 units.
Over 71,000 “ “ 84,000.....	6 units.
Over 84,000 “ “ 97,000.....	7 units.
Over 97,000 “ “ 110,000.....	8 units.

“EMPTY CARS.

All empty cars, with exceptions noted below..... 2 units.
Refrigerator cars, furniture cars and box cars of 60,000
pounds capacity and over..... 3 units.

“Conductors will note on their train books and car reports, opposite the number of the locomotive, the number of units at which it is rated, and the number of units in each car in the first column opposite its number. The total of such units must

agree with the rating of the locomotive unless otherwise instructed."

The rating over the divisions and for the different classes of locomotives was covered by a circular from division superintendents, as per following:

"To all concerned: .

"The rating of locomotives under the Unit System, effective May 1, 1897, will be as follows:

DIVISION	ENGINES 944 TO 1002	ENGINES 1343 TO 1399
Central Ohio	135 units.	150 units.
Lake Erie	120 "	135 "
Straitsville	115 "	130 "
Columbus and Newark (Eastbound)	100 "	115 "
Columbus and Newark (Westbound)	110 "	125 "
Midland	130 "	145 "

"Between Zanesville and Newark (eastbound and westbound), Newark and Alta, and Alta and Chicago Junction, twenty additional units will be hauled when necessary.

"No train will exceed 50 cars, except for short distances, unless otherwise instructed.

"All freight trains, except quick dispatch and local freight trains will be required to haul the maximum limit given in the table above unless otherwise instructed.

"Quick dispatch sections of train No. 97 will be limited to 95 units.

"Quick dispatch sections of train No. 86 will be limited to 100 units over Lake Erie Division and 110 units over Central Ohio Division.

"Quick dispatch sections of trains Nos. 89, 96, 98, 99, 189, 196, 197 and 198 will haul ten units less than the number given the class of engine for each division in the above table.

“Conductors of trains taking on cars between terminals will be held responsible for train having required number of units if there are sufficient cars ready to be moved.

“Conductors of trains setting off cars will be required to take on the same number of units as set off when there are cars to be moved.

“All previous instructions conflicting with the above are hereby rescinded.”

The Baltimore & Ohio Southwestern put the unit system into effect April 1, 1898, and are, I believe, more than pleased with it.

The object of this paper is simply to ask the consideration of the plan by other roads, as, in the event it met with favor and was adopted on account of its simplicity, and the fact that any other system can easily be changed to conform and meet it, the work and trouble of adjustment at junction and interchange points would be entirely eliminated.

Moved by Mr. Garstang, seconded by Mr. Riley, that this paper be received and spread upon the minutes.

Mr. Besler: In order to get the matter before the meeting and some discussion on it, I would like to know if there are any members present who are not using the tonnage system. As there seems to be no answer to the contrary, are there any who are using the unit system of tonnage rating? The next question I would like to ask is (members having heard the points brought out by Mr. Glover) what have they to say in favor of the straight tonnage system as against this unit system? I can not see from my standpoint that this system is any more simple than the straight tonnage, or that it is any more difficult for a man to add five or six hundred tons than it is to add up twenty-five or thirty units.

Mr. Nichols: Would like to ask what method is taken to ascertain whether the trains are hauling the full tonnage; what record is kept of the tonnage hauled?

Mr. Glover: That is kept by checking the gross weights against the units.

After considerable further discussion, this matter was passed, and Mr. McKim's paper bearing on the same subject taken up.

Train Loading.

BY J. B. M'KIM, TRAINMASTER PENNSYLVANIA CO.

Train loading, or, more properly speaking, engine rating, as a measure of economy and advancement in practice, has received, during the past five years, a large share of attention from those having charge of the operation of railway transportation. Competition, periods of depression and the tendency of legislation having all contributed to the shrinkage of earnings, the best thought has been brought to bear upon methods to meet its effect, and avert, if possible, a lowering of the standard of wages, of which no resource has been more pregnant than train loading. The result has been a very marked increase in hauling capacity upon nearly all lines, and upon some low grade roads so remarkable as to have exceeded the most sanguine anticipations. As a trainman has expressed it in the peculiar way characteristic of his class, "At first trains were rated by cars, then by tons, but now they are rated by miles."

Tonnage rating in some form is now the prevailing practice. While its efficiency and success have been fully demonstrated, it is believed that it is still open to discussion and, perhaps, modification as a general proposition, as it is certainly susceptible of improvement in detail.

Certain principles may be laid down as so far reasonably assured, namely:

The effort to increase trains should be in the direction of the heavier traffic.

The reduction of grades in the opposite direction may be eliminated, except for high-speed trains.

It should apply particularly to slow-time freight, so called.

First, if the bulk of the traffic is in one direction, it is in that direction results are sought. While tonnage rating may be adhered to as a matter of better system, a certain portion of the power will be returning light in the other direction. If the traffic is equalized the proposition still remains correct as stated. In the matter of detail the most difficult feature is the allowance for car resistance. It depends so much upon the curves, the grades and the speed that it can not be regarded as a fixed factor. Resistance is also increased by certain classes of lading and of cars, the reason for which is not clear, but may be due to rigidity and atmospheric effect.

Second, reduction of grades. The principle stated should not be misapprehended. It is clear, however, that the same rule governing the direction of the traffic applies here. It would appear useless to incur a large expense to cut down grades for a movement of which a portion must be light power. Of course this will decrease as trains are increased in tonnage in the prevailing direction, and if it reaches the point of equalization then the question assumes the form of entirely low grade, which is, in fact, the ultimate solution of the problem of train loading and high speed. When heavy grades exist in the direction of the traffic, very satisfactory results are attained by double-heading to the summit, provided the train is not so long as to be unwieldy, and one engine can take it the remaining distance to the terminal.

Third, slow-time freight. It is with this character of traffic that the system of tonnage rating has had particularly to do for obvious reasons. So long as the identity of dead freight is accepted no difficulty arises in the case as presented. But it is not easy to reconcile any commodity as slow-time with the ever-growing demands of the public and of competition for quick transit. In treating the subject of train loading, therefore, it is proper to recognize the objections that the question of time may introduce, and to consider from that standpoint what modification may be required in the present practice. Conformably

thereto it should be the effort of transportation lines to move to destination all freight as rapidly as may be consistent with safety. This effort is resisted by maximum loading, first, on account of waiting for a full tonnage train, and second, on account of the necessarily slow time of a heavy drag. The power is utilized with reference to tonnage, but not with reference to time. So it is with the whole equipment, and a solution must depend upon a new element not ordinarily connected with the subject—the question of pay. So long as rates of pay are based upon trips, the trips must be made to count in tonnage. If the basis of pay were time, or periods of time, then time might be considered as the important factor. What good reason is there that a train rated for speed, which can make two trips over a certain distance within a specified time, should be paid twice as much as a heavily loaded train that can not cover the distance more than once in the same time? The answer to this might tend to the development of some rational method for the improvement of time in the transportation of freight business, with a speed allowance in train loading.

On motion, duly seconded, the paper was ordered spread upon the minutes.

Vice-President Besler takes charge of the meeting, as President Whittelsey desires to present his paper.

Train Registers.

BY T. F. WHITTELEY, GEN. SUPT. T. & O. C. RY. AND K. & M. RY.

Rule 395 of the Standard Code of Train Rules is as follows:

“A train must not leave its initial station on any division, a junction, or pass from double to single track until it is ascertained that all trains due which have the right of track over it have arrived or left.”

The Standard Code does not prescribe the means by which this information is to be ascertained.

Rule 317, which relates to standard time, is as follows:

"Each conductor and engineman must compare his watch with the designated standard clock before starting on each trip, and register his name and the time he compared his watch on a prescribed form."

In this rule the code uses the word "register," and it implies that a correct record must be kept over the personal signature of each conductor and engineman of the condition of his watch. In practice it is the rule with railways who have adopted and are using the Standard Code to use a book known as a conductor's train register at initial stations, at junctions, and in passing from double to single track, in which the train conductor is supposed to write the information required by the form of the book, and in some cases, with a view to convenience, the watch register is combined with the train register. In my opinion they should be separate. The train register, as a rule, is very much neglected by officers and employees. One would think that an appliance like this that has so much to do with the safe operation of a railway should be accurate, legible and complete, consistent with brevity, that it should be kept clean and carefully checked (the same as a standard train order), but instead of this it is almost invariably illegible, dirty and rumpled. It frequently contains information that is of no practical use. In most cases the register is ignored by the operator or other custodian, and finally, when the book is filled (and they are rarely filled because the ordinary book will not stand such abuse long enough for it to hold together), it is not always filed away as other important records are and should be. As an example of the neglect of train registers, on an important trunk line recently I noticed a register which had printed at the top of the page the following:

"Conductors will in all cases register herein in ink."

An examination of the book failed to disclose a particle of ink having been used. On this same register, under the head-

ing "Cause of Delay," appeared some numbers, which the operator explained were the numbers of the cabooses. On another road an accident occurred on account of an engineman of light engine failing to properly interpret the register. In this particular case both north and southbound trains were registered on the same page, although printed heading required separate pages to be used. Since this accident two books have been substituted for one, one each for north and southbound trains. On another road a bad accident, causing serious personal injury, occurred last year, which was attributable, in a measure, to the failure of inferior class train conductor and engineman to consult and properly read the register. On still another road, which is a leading southern system, I saw a train register so imperfectly filled out that it caused me to feel that we were, as railway officers, neglecting a very important matter.

I fear that the supervision of train registers by superintendents and their assistants is very lax. It is not conducive to good discipline to require conductors to fill up a form of register that is in any particular unnecessary. Conductors generally know whether the information given is used or not, and if unnecessary it creates a disregard which has a tendency to result seriously. In my judgment the conductor's train register, as now maintained, is a positive source of danger and is in need of investigation and reform. I believe that a conductor's *train* register should be known as such only in connection with Rule 395. It should be for the single purpose of enabling conductors to ascertain whether all trains due which have the right of track over his train have arrived or left. It should be treated with the same dignity and care as is a telegraphic train order. Rule 450 of the code presents the idea: "Special orders directing movements varying from or additional to the time table will be issued by the authority and over the signature of the superintendent. . . . They must not contain information or instructions not essentially a part of them. They must be brief and clear, and the prescribed forms must be used when applicable, and there must be no erasures, alterations or interlinea-

tions." So with the train register: "They must not contain information . . . not essential . . . They must be . . . clear . . . and there must be no erasures, alterations or interlineations." Consequently the train register should not be lumbered up with useless information. The "date," "train number," "section number," "engine number," "signals, yes or no, and from and to what stations," "time arrived," "time departed," and name of conductor are all the headings necessary to comply with Rule 395. All other information should be provided in some other way, because nothing else is essential to the safe running of trains under Rule 395.

It is a question whether it is not good practice to require the operator, or other employee on duty, to be instructed to register the above information. Passenger trains which do not stop at registering stations are permitted on many roads to throw off register slips, and the operator, or other person, makes the entries. Is it not feasible to extend this practice to cover all trains? This would insure an accurate, legible and clean record, provided the information was correctly transferred from the slip to the register. I am so positive that a reform should be applied to train registers that I believe the time will come when there will be made a device, after the plan of a typewriting machine, a cash register or a sales register such as is used in mercantile houses, by which a conductor, by pressing certain buttons or keys, can correctly record his train by use of characters so plain that "he who runs may read" and read unmistakably. With such a device a conductor would realize that, on account of the trouble and expense that the company has gone to in securing such devices, it was an important matter requiring care and accuracy. Such a device could be made to post the information behind glass beyond any tampering; also the keys could be so interlocked that it would be impossible to correct an entry without calling the attention of the operator to the fact that correction was necessary, and the saving in book binding would go some ways toward paying for the improved device.

The writer placed himself in communication with twenty-four railways, members of this Association, to ascertain the form of conductor's train register and register slips, together with such rules and special instructions as relate to the subject. Of these roads only seven have printed instructions on the register. They all have a column showing the train number, but only fourteen provide a column for section number of train; three do not provide a column for showing the color of signals carried; four do not show from and to what stations signals are carried; four do not show time departed; two do not show engineman, while but one road shows baggageman and brakeman. One road has a column for tonnage; nine roads combine with conductor's train register a watch register; three require cabooses registered; two have a column for direction and one for division, implying necessity for more than one register. Seven have columns headed "Remarks," of which four permit any kind of notation; two allow for signals carried only; two include with signals cause of detentions, cause of delay, etc.

On the roads with which the writer is connected there is in use a system of examining the register by conductors only. The conductor fills out a blank form, showing what trains having right of track over his train have arrived and departed. This he signs and hands to the engineman, who does not accept the same unless it is properly filled out.

By this you see there is great lack of uniformity. Likewise in the instructions governing the register. On one important road the superintendent advises me that he "has no rules governing the conductor's train register, but that the registering slip suggests what is required, and it has been the custom so long that it may be considered unwritten law." I submit that it is a late date to be running railroads by unwritten law in such an important particular. The instructions by other roads, when given, state at what point registers are established, and that conductors shall be particular to register correctly, and both enginemen and conductors shall consult the register, but there

is great lack of uniformity, and in some cases conflicting instructions.

I trust that this reference to a neglected but important feature of the movement of trains will arouse an interest which will promote uniformity and secure safety.

It was moved by Mr. Garstang, seconded by Mr. Connors, that the paper be included in the minutes.

Vice-President: This paper it seems to me brings out a question to which every superintendent present can well afford to pay some attention, and I think we can get one or more good points and suggestions from what is given here.

Mr. Connors: As I look upon this subject, the points made by Mr. Whittelsey as being only too true in many respects. The condition that he speaks of, I regret to say, existed on the road which I represent some three or four years ago, and at that time was changed to correspond largely with his ideas as outlined in this paper, since which time we have had a very good register. We have a blank in use on our road similar to that which Mr. Whittelsey uses, with an additional column provided for signals carried from and to what station, and in addition thereto the watch inspection record. I regard our system of register as nearly perfect as can be expected, yet I would be the first to vote "Aye" for a uniform train register, and I would be glad to see a Committee appointed to draft and submit to this Association a uniform blank for the registering of trains at all register stations.

Mr. Glover: I think the form of train register should also have a column showing between what points signals are carried, and further, that some kind of a box be furnished for these registers, with a sliding door or top which would leave only one half uncovered at a time.

Mr. Nichols: We use the book register on the C. R. I. & P. The book is very large, and it is not long before it is badly torn and dirty; I think if they were made smaller they would last longer and be more legible.

Mr. Bender: The Big Four use a sheet; it runs two days and then is filed.

Mr. Besler: Do you have any trouble about the sheets being misplaced or lost on account of being loose?

Mr. Bender: Yes, sir, to some extent.

Mr. Miller: We have the book form, and I most heartily agree with Mr. Whittelsey on everything he has said.

Mr. Besler: Where trains do not stop, is there any objection to the practice of throwing off the conductor's check or ticket and having it registered?

Mr. Connors: It is the practice on the road which I represent to use what is called a train register ticket in connection with the train register. This ticket is registered and filed in the office on a hook under the supervision of the operator, and where it is available for both conductors and trainmen. Have never had any difficulty from the use of the ticket, and so far as our experience goes, see no objections to it.

Mr. Allen: We use the register card where trains do not stop, and the operator copies it in the register book; have followed that practice for a number of years.

Mr. Whittelsey: The principal point I want to emphasize is, how are we going to handle this part of our train service so that our men will respect it more? I believe if you put up a common book and allow them to claw it over with their clothes and dirty hands, and it presents an illegible appearance, that they will not be as apt to appreciate its importance as they would if you had it enclosed in some such device as contemplated by Mr. Glover. I will go further and would suggest that you make a box with a glass top, underneath which you have a running sheet of paper, carrying this information, and I would have that case so made that when you are entering your report on one side that the other side will be protected.

After further discussion it was moved and carried "that a Committee of three be appointed to further consider the question of Train Registers and report at the next meeting."

The Chair appointed as that Committee Mr. T. F. Whittelsey, Chairman, Mr. C. W. Huntington and Mr. J. H. Glover. President Whittelsey again takes charge of the meeting.

Terminals.

BY F. L. TOMPKINS, GEN. SUPT. P. & P. U. RY.

The question of Terminals is one that is receiving serious consideration by the railroads of today. This is not only true of the old established roads at the more important cities, or large railroad centers, but is also applicable to new roads entering cities of large railroad interests. The questions to be carefully considered are proper and convenient location, proper construction, and last, but not least, management and operation.

The location of terminals should be considered with a view of selecting the point most convenient for the receiving and dispatching of trains; distribution of cars, both loaded and empty, to their several final destinations, and for storage of idle cars. Concentration is one of the questions that should receive careful consideration, as all know that with terminals scattered time is consumed in moving from one point or yard to another, and is one of the greatest obstacles in the way of their economical operation. Convenient and sufficient facilities should whenever possible be provided for the proper handling of loaded and empty cars for industries, team tracks, freight houses, etc., the object being to facilitate the prompt movement of such business. Separate tracks or yards should be provided for outbound and inbound business, and the business in each direction should be confined to its tracks or yards. This means better service as well as economy. They should (if separate yards are used) be located adjoining, that the transfer from one division to another may be handled promptly. A large storage yard is of absolute necessity for the storage of idle cars; while its location is not of so much importance, yet it should be as convenient as possible to the other and working yards. The mistakes of

the past in not securing sufficient property for yard purposes when it could have been purchased at nominal figures, and in a great many cases without any expense, should not be lost sight of at the present time, as we know that the older lines now find their facilities entirely inadequate, and are compelled to move further from the center of business, which means additional expense in operation.

Construction of terminals or yards should be carefully considered, always keeping in mind the future as well as present requirements, and should be so constructed that the work can be done by yard engines without interference by inbound or outbound trains, switching engines working in same locality or yards, etc. With the experience of the past before us, this question is one that, with our present efficient engineering corps, should not be difficult to solve.

Management of terminals is perhaps a question that the writer is incompetent to even express an opinion upon, yet if terminals are not properly managed discord will soon predominate, business suffer and trouble in all directions may be looked for, and will surely come. Men of experience and ability should be selected for the operation of terminals; especially is this true of yardmasters, yard foremen and switchmen, for on them depends to a great extent the successful and economical operation, as well as the prompt handling of its business. Every employee should be made to feel that he has a responsibility (and is not there simply as a machine to draw his salary every month), and that his interests are identical with those of the company in whose employ he may be, and that on him, to a certain degree, depends its, as well as his own, future success. This can only be brought about by proper treatment of your employees, and in this connection I might say that the system known as the "Brown System of Discipline" is one of the best means of bringing this about. Experience of the past two and a half years, since this system of discipline was adopted by the company I represent, demonstrates this fact very clearly. We have better men, less damage to property, get better results

from our men, as they all work regularly, and of a necessity feel that they are receiving fair treatment, and in return render efficient service.

The writer firmly believes in consolidation of terminals, and for illustration will refer to local territory, the City of Peoria, Illinois, with which I have been directly or indirectly connected for over thirty years. The necessity for consolidation and thereby securing better terminals was forced on several roads running into our city about the year 1877 or '78, when a combination was entered into by three or four roads and operating under what was known as the "Union Yards." While this arrangement was not entirely satisfactory (due largely to insufficient facilities), yet it developed the fact that consolidation meant better results when proper facilities could be provided, and finally, in 1881, resulted in the organization of this company (the Peoria & Pekin Union Railway), owning its own main tracks between Peoria and Pekin on both sides of the Illinois River and all the terminals or yards of all roads entering the City of Peoria, excepting the C. R. I. & P. and C. B. & Q. Railways, which still maintain independent terminals. Its original organization was composed of four roads; since then one has been added and also four tenants, in all nine roads, and taking into account its (the P. & P. U.'s) business, it furnishes freight terminals and performs all the service for the ten roads and furnishes passenger facilities for twelve, every road being placed on absolutely equal terms and given the same identical service, a condition which could not possibly exist with independent terminals, and I doubt if such a condition exists in any other city.

The methods of operating and handling the business of a terminal must necessarily differ from that of individual roads, and the methods of operation in force by the company I represent are perhaps applicable to no other terminal, as I know of no locality where the same conditions exist. All movements, from the time of arrival of trains until ready to depart, are made by this company. Instructions are given us by the representatives

of the different roads using our terminals, covering the movement of every car arriving in their train to its final destination, also for all cars for outgoing trains. These instructions are given in writing, and are subject to such restrictions as may be found necessary from time to time that the business may be properly handled, and are general in their character and application. Industry and team-track switching is handled in the same manner, an order being required for every car placed for loading or unloading. Records are kept by each engine foreman of the movement of all cars from one part of the yard to another handled by him, and such records are turned into car accountant's office and booked for future reference and that we may know the location at all times of each car while in our possession.

We have a schedule showing the time (at the larger industries) when our engines will reach each industry each afternoon to collect the loaded cars for out-going evening trains. This schedule is followed very closely. Engines are assigned for this purpose, and as the different industries are reached all cars that are loaded are taken out, and the industry tracks are not again switched for cars not loaded on time until such time as it can be done in the general run of business. This arrangement has not only proved very satisfactory to us (as our crews are kept moving and enabled to get the cars into out-going trains on time), but also to the shipper, as he knows when his business will be moved and can regulate his loading accordingly. It also places the responsibility for delay in the movement of cars not loaded "on time" upon the industries where it properly belongs.

The class of engines used in yards or terminals is of sufficient importance to receive consideration. The engines of ten or fifteen years ago are found to be entirely too small for the present needs, and having seen their best days, are rapidly being relegated to the scrap pile and larger engines taking their places, yet care should be taken in selecting the modern engine, not to go to the other extreme and get engines too large for the service expected of them and the equipment they are to handle, thereby

adding to instead of decreasing the cost of maintenance and operation. We pride ourselves on our modern switching engines and believe we can say without prejudice they are about as near perfect as any modern switching engine in service at any point. They are of the six-wheel type, 18x24 cylinder, "Brooks build," and weigh from 105 to 108,000 pounds. They are equipped with the vacuum brake, which our experience shows conclusively to be the best brake for switching engines, it being somewhat slower than the air brake to take hold, thereby causing less shock and consequent damage to cars and lading, yet releasing almost instantly, which we find a very important item in economical operation in yard movements. The results of operation by the use of this class of engines have been very satisfactory, and as compared to the small engines (a few of which we still have in service) we can only say the "little fellows" are not in it.

The bumping post, which is expensive and of very little value, we have practically discarded on our stub tracks, except where they come in close proximity to buildings or platforms, believing that with proper instructions to our men and careful watching it is much less expensive to keep the ends of tracks in condition for rerailing an occasional car, as well as saving repairs to cars that were continually knocking the posts out or going over them.

The interchange of business between lines is another matter which is carefully watched by us, and "quick service" is our motto, we believing this to be one of the prime factors in the large increase of business through this gateway, and as a result additional revenue accrues to the different carrying lines, and we believe we can truthfully say that at no other terminal can the service be compared with what is given by us to this class of business.

Economy is the watchword which confronts us today and which we are all expected to practice, yet too much economy in the operation of terminals or yards should be guarded against, as the delays (to both local and through business) which will be

the result if too much economy is practiced are of vital importance, not only to the terminal company, but to the carrying line, whose business will decrease, and on investigation they are met by the shipper with this reply: "Too much delay in shipping your way, and in order to hold our trade we must ship by the route giving us better service." While it may mean additional expense in the operation of a terminal, yet the effect on the carrying lines should be carefully considered and no economies practiced that will tend to decrease the business through its natural channel.

The maintaining of yard tracks to a high standard is very essential to economical operation as we are all familiar with the result of operating over poor tracks. Stub switches, which were the cause of more derailments and consequent damage to equipment than any other one item, are rapidly being replaced by the split switches, and the results, both in operation and maintenance, are very manifest. We have over four hundred switches on our line and in our yards, of which but thirty-eight are stub switches, and these we expect to change out this year.

Freight trains are invariably made up to leave on time, and this we consider as one of the most important factors in the successful operation of our terminal.

The first time-card issued by this company in February, 1881, shows 28 first-class and 28 second-class trains. At the present time we have 90 scheduled passenger trains in and out of our passenger station daily, and 54 scheduled freight trains, an increase in the first of 321 percent, and in the latter of 193 percent, which shows the increase in business for the past seventeen years.

Extensive additions have been made from time to time to our yards in order that the increase in business may be properly handled, and we will soon be confronted with the same conditions that exist at other large terminals, and the query arises, where can we extend and increase our terminals to properly handle the steady increase in business that can reasonably be expected in the next ten or fifteen years?

Some of us will say, let us take care of the present and our successors take care of the future, but, from past experience, if not reversed, this should be combined, and while we are taking care of the present let us also look into the future and arrange our plans accordingly.

Moved by Mr. Brimson, duly seconded, that the report be included in the minutes.

Mr. Besler: The writer firmly believes in the consolidation of terminals. What is the practice at Indianapolis?

Mr. Galloway: The Union Railway have yards here and handle all business, but the various roads also have individual yards of their own.

Mr. Carson: As far as my knowledge goes, it has never been a success. We tried it at St. Louis a number of years ago in connection with the terminal railroad association; my experience was that it was a hard matter to make any one road believe that they were not getting the worst of it from competitive lines, and that they were not being discriminated against, and I do not believe that it works very satisfactorily.

Mr. Perkins: It is something which depends a great deal on the local conditions and there are a great many cases where it works all right. In St. Louis we do all the work for the M. K. & T., and taking it all together, we have very little trouble and very little friction. All the trains of the M. K. & T. are handled by the employees of the Burlington Line as soon as they arrive at the yard limit. With us so far it has worked very satisfactorily. Formerly, before the Burlington had its own terminals in St. Louis, the work of the Burlington was done by the Wabash, and while we had some difficulty at times, our experience, on the whole, and relations were pleasant enough and the work was done without any great friction.

Mr. Huntington: The interests involved at Des Moines are not as great as at Peoria. The Des Moines Union Railway, with which I was connected as a tenant, not only handles the trains, but does all the local station work.

Mr. Cavanagh: It is a fact that at Des Moines the Union Railway handles every inbound and outbound shipment, and with a considerable less cost.

Mr. Huntington: Our work is very economically done and there have been no withdrawals.

Use of Cars in Local Switching Service.

BY A. T. PERKINS, SUPT. TERMINALS, C. B. & Q. RY.

Switching rates have in general been fixed by railroad companies, or else by state laws and municipal ordinances, on basis of compensation to a switching road for handling loaded cars from a connection with another railroad to a sidetrack or industry within the same yard or switching limits with that connection; or for handling loads from such sidetracks or industries to connection with other railroads, the cars being generally provided by the connecting railroad company which has hauled, or which is to haul, the cars over its road at a regular freight rate.

Such switching rates, even where the conditions are similar, vary greatly in different cities, and even on the terminals of different roads within the same city.

Whether the doing of this switching work is profitable or unprofitable to the railroad companies depends, of course, on the rate which the switching company may charge, in connection with the conditions under which the work has to be done. But, for this class of switching service, the rates have been made with a definite understanding as to just what they cover, and that is the extension to a connecting line or its patrons, compulsory or otherwise, of certain sidetrack and terminal facilities for the receiving and delivery of carload freight, which are operated and controlled by the switching road.

An extensive demand, however, has grown up in most large cities for another class of switching service, viz.: the handling of loads which have origin and destination entirely within the switching limits of one or more roads. This demand is due not

only to the fact that the cost of handling freight in cars between various industries, warehouses and sidetracks in the same city is often greatly less than the cost of handling freight by teams, but also to the fact that various kinds of freight can be thus handled more conveniently and with greater safety. I have in mind some industries which are entirely dependent on switching service for moving their freight within the city limits, and which, on account of this sort of service being satisfactory, are deliberately left almost inaccessible by teams.

Now, some railroads, except in special cases of accommodation, refuse to furnish their cars for use in such service, and some railroad officers discourage the handling of this class of switch loads on their terminals as unprofitable. Others, however, outside of those in charge of regular switching and transfer companies, encourage such business as much as possible, believing that a profit can be made on it in connection with their other work; and the profitableness depends in this case not only on the two factors mentioned in the other case, but also on the terms on which equipment is furnished for the service.

Except in a very few cities, the rates provided originally for the class of switching service first mentioned have been allowed to govern in the second case without regard to the fact that the service rendered is of quite a different nature, the parties for whom the switching service is rendered not providing the cars, which are, on the other hand, furnished either voluntarily by the switching road or involuntarily by some other road. This being one of the number of cases where railroad companies are continually furnishing something valuable for nothing.

Now, in connection with furnishing equipment for this second class of switch loads, which may be called local switch loads, there are two important questions:

(1) That of compensation for the use of cars when the switching road furnishes its own cars for the service.

(2) That of compensation to the owners of cars when the cars furnished do not belong to the switching road.

As to the first of these questions. It may be said that t—

road has a right to furnish its own equipment for whatever use it sees fit, and if that road is free to make whatever switching charges it deems proper it may have so adjusted its switching rates as to make the free use of its equipment in local switching service profitable under those rates, and in some cases the officers of that road may feel that any additional charge might cause the freight to be handled by teams, or otherwise. Few roads, however, are situated in that way, for switching charges, in large cities especially, are not only limited by city laws and city ordinances, but also by custom. It would seem, therefore, that where switching charges are so limited the switching roads have a perfect right to say to their customers who demand local switching service, "furnish your own cars and we will switch them at our regular established rate. If you wish us to furnish you cars for this service, however, you must pay a reasonable hire for the use of them." Even with such an additional charge for use of equipment there are busy times when most roads can not afford to hold their cars out of road service for use in service of this kind.

Of the point brought out in this first question the St. L. K. & N-W. at St. Louis is an example. That road is limited by city ordinance to a switching rate of one dollar per loaded car within the city limits, and that charge is accepted by that company for handling loads between industries and sidings on its terminals and its connections with other roads, and is accepted for switch loads from one point to another on its terminals, where the owners of the loads provide the cars. When asked, however, to provide cars for local switching service it has, for the past two years, charged a car rental of one dollar per car. This, I believe, is a decidedly lower rental charge than should be made, but it was made at first experimentally, and as far as the charge goes its result has been satisfactory, a charge of this nature being accepted by the parties demanding such service as just and reasonable. A similar, but considerably larger, charge made, I understand, by all roads at Kansas City and Indianapolis.

Now, the second question is even of more importance—that of compensation to owners for use of cars not owned by the switching road. Almost no roads furnish their own cars for such service exclusively, and I have heard of roads which at times will not furnish any of their own cars for such service, but will handle local switch loads only in foreign cars; and further, there are the transfer, bridge, ferry and switching companies who have no cars of their own, but who do a large amount of this local switching business with cars belonging to other railroads, which they seize temporarily for such service.

The present mileage system for payment for use of cars provides no charge whatever to lines handling cars in this class of service, and even when demurrage is charged by the switching company, the switching company receives it all, and the owner gets nothing out of the charge which is being largely made for the use of his own car as a warehouse.

It must be admitted that switching service is even severer as to wear and tear of cars than road service, and while the cars are being damaged and worn out in the service of a switching company without any compensation to the owners, the owners are for the most part paying for the damages and the wear and tear, since the revision of the M. C. B. Rules in 1896 makes the owners of cars responsible for most defects occurring in ordinary service.

I have known such switching companies to handle the cars of other railroad companies back and forth so badly overloaded that it was remarkable the cars stood up under the loads, and I have known foreign cars kept in the service of such switching roads as long as four months at a time. In complaining about such cases the argument in reply usually is that the allowing of such occasional use of cars is a matter of reciprocity, and that in turn switching and transfer lines provide a great many facilities for storage of cars and handling of empties, for which they do not make any additional charge. I believe there is very little in that argument, for, on the whole, other roads do the switching and transfer companies about as many special favors

of this kind as are received in return, and an indefinite give and take method of that kind is certainly not business. And further, the switching and transfer companies have established a charge at which they will do certain work for their connections, and they are under obligations to provide the necessary facilities with which to do that work satisfactorily. If they store cars and make additional movements of empties, it is probably as much to their interest to do so as to the interest of their connections.

A proposition to provide a definite charge for the use of cars in such local switching service, which, as far as possible, should be paid to the owners of the cars, was brought up in St. Louis and also in Peoria during the winter of 1896-97, but while the proposition was favored by a large number of roads, it fell through at the time.

It seemed to me that this is a favorable time to bring the matter before this Association again for two reasons:

(1) Because we are meeting in a city where, I understand, an arrangement of this kind is in successful operation, and (2) because, at the April meeting of the American Railway Association at Louisville, a resolution was passed that their car service committee be requested to review the question of compensation for car service upon a per diem basis, instead of a mileage basis, and make a report thereon at the fall meeting.

I should like to see this Association recommend to the American Railway Association that whether or not a general per diem basis of compensation for car service is adopted, a car service charge of at least one dollar per car be collected for all cars used in local switching service for each movement under load and remitted to the owners of the cars. This, I believe, would not work a hardship in any way, even on the purely switching and transfer companies, for the amount could generally be collected without trouble from the parties for whom the cars are switched.

It was moved and carried that the paper be spread upon the minutes.

Mr. Cavanagh: About three years ago I brought up that same question before the various Divisions of this Association and it has resulted in the Big Four putting that rule in on all stations on our system. When a switching charge is made we charge so much for the switching service and so much for the use of car, and our tariffs are based and printed on that basis. For instance, say the switching charge to a certain industry at a local station is five dollars; we would charge two dollars for switching and the other three dollars for use of car. I think the subject was taken up by the St. Louis Division a short while ago, but never disposed of. At Kansas City they have had that rule in effect for about ten years. I do not see any reason why we should furnish cars for switching service and not receive any compensation.

Mr. Riley: I do not think that is correct. It has been my experience that switching roads always use cars that do not belong to them. It has also been my observation that these roads that furnish other cars and charge for them, that is, for their use, never "divvy" up with the party owning the car. This will never be settled on a satisfactory basis until a straight per diem is put in effect. This subject has been agitated a great deal in the last year by the National Association of Car Accountants, and I think they have made a recommendation to the American Railway Association to adopt some means to compel switching roads to pay on per diem basis.

Mr. Cavanagh: I fully agree with Mr. Riley that the switching roads who collect the money for use of cars do not "divvy" up with the car owners, but because the Big Four protect themselves by collecting three dollars for the use of car, we claim that it is offset by the C. H. & D. Ry. or other roads doing the same.

Mr. Perkins: Mr. Cavanagh has brought out a very good point. While we collect a rental charge at St. Louis, we do not attempt to make any remittance of the charge to anybody else, but would be very glad if there was a general agreement to do so.

Applications and Service Letters.

BY C. E. CARSON, SUPT. TERMINALS MISSOURI PACIFIC RY.,
KANSAS CITY, MO.

One of the most important duties of a superintendent is the routing of his forces, and no matter how brilliant and capable may be himself, his success depends in a great measure upon the efficiency of his lieutenants.

The personnel of employees in the train and yard service during the past few years has steadily improved, which is no doubt largely attributable to the better and more systematic methods that are now employed in looking up the records of applicants. Indeed, the indiscriminate employment of any man who happens to come along and "looks like a train hand," without reference to his character or former work, is now indulged in by very few superintendents, although it has not been many years since a train or yardman could get drunk, throw his lantern up against the side of a box car, take his time, and the following day go to work in an adjoining yard under the very eyes of his late employer, no questions being asked.

It is different today. Men in the train and yard service have been brought to a realization of the truthfulness of the proverb, "A good name is rather to be chosen than great riches."

The benefits to be derived from carefully investigating the record of every applicant for positions in the train or yard service, or in any other department of railroad work, for that matter, is so apparent that nearly all of the large systems of railroads are becoming more and more strict in their examinations. The laxity on the part of some officials in this respect is, I think, attributable more often to insufficient office help or to an immediate need for men than to a disregard of the benefits accruing from carefully investigating the history of every applicant before employing him.

It is therefore apparent that some plan should be adopted by all of the roads which will enable them to get the record of an applicant without so much correspondence and annoyance. The solution of the problem, to my mind, lies in the adoption of a uniform application blank and service letter. An examination of the application blanks of nearly all the roads in this western country reveals the fact that no two are alike. Some roads seem to be content with very little information concerning men who are seeking employment with them, while others are more exacting.

I maintain that we have a right and ought to know all about men who are expecting to enter our service; if they have anything to conceal it is usually something which affects their standing, and we have a right to know what it is. A man whose past record is above reproach has nothing to conceal, and will cheerfully answer any reasonable question.

In my opinion, an application blank should have embodied in it the following essential features:

First. A complete description of the applicant.

Second. Names and residences of wife, children, father, mother, and other near relatives.

Third. Ability to see, hear, and distinguish colors.

And the questions:

Have you ever been addicted to the drink habit?

Were you ever discharged for intoxication?

Are you able bodied and in good health?

If you have lost any part of your limbs, describe same. If sound, so state.

Were you ever injured in any accident? If so, give date, location, name of road on which it occurred, nature and extent of injury, and whether entirely recovered.

Did you make a settlement for the injury? If so, on what terms.

Are you a member of any benevolent or secret organization? If so, give name, title and address of officer who should be advised in case of serious illness or accident.

Have you ever applied to any guarantee or fidelity company for bond? Was application accepted? If rejected, when, where and why?

Were you ever in the employ of this company before? If so, state when, where, in what capacity, and cause of leaving.

Give in spaces below names of roads on which you have been employed; name, title and location of official, and dates of service. If not in railroad service during past five years, state when, where and by whom employed, and reasons for leaving their service.

Do you understand that failure to comply with the rules and regulations of this company is sufficient cause for dismissal from the service?

Do you agree, if employed, to faithfully discharge the duties assigned to you to the best interests of the company, and to familiarize yourself with its rules, abstain from the use of intoxicants, avoid visiting saloons and places of low resort, or where liquor is sold?

Do you understand that at some points on this line there are platforms, sheds, roofs, water-tank frames, telegraph poles, bridges, scales, cars, trolley-wires of street railways, and other obstructions, which will not clear a man on the top or hanging on the side of cars, and that you must inform yourself as to the location of such obstructions and use constant care to avoid injury thereby?

Do you understand that when you are required to go into the yards or on the tracks of other companies you must exercise the same care in looking out for obstructions which may be close to track, as when on the tracks of this company?

Do you understand that the performance of your duties in train and yard service expose you to great danger, the risk of which you must assume for yourself, and that you must use constant care to avoid injury to yourself and others, or damage to property?

Do you understand that, in the absence of a special contract, your employment may be terminated at any time without previous notice, the company being liable to you for wages for such time only as you may have served it, without regard to the end of the week, month or year?

Spaces should be left for names of roads, officials under whom worked, in what capacity, length of service and why left, for the applicant to fill in. This blank should be headed with a note showing what class of employees are expected to use same in making application, with instructions that they should fill them out with ink in their own hand-writing, which gives the employing official an opportunity to judge as to their education and qualifications for making out reports concerning accidents which occur frequently. I have often been surprised to find some applicant who appeared to be fairly intelligent scarcely able to write his name, and utterly incapable of filling out an application blank. Such men ought not to be taken into the train or yard service. On the back of the application should be

a physician's certificate, and each applicant, before being permitted to enter the service, should be required to undergo a rigid physical examination by one of the company's surgeons, and especially on roads which have hospital departments, for the reason that frequently men in ill health seek employment on such roads for the sole purpose of getting in the hospital to be treated for an ailment of long standing. I have known of instances of men laying off a few days to enable some friend to work in their places, who, after getting on the rolls, would be entitled to hospital benefits. And what is more, a healthy man can always give more satisfactory service than one whose system is run down and full of disease. Their statements that they are "sound in body and limb" can not always be relied upon.

In the foregoing list of questions, one of the most important is the one relating to non-clearing points. It is well-nigh impossible for any company to enumerate *all* of the bridges, buildings and other obstructions along the whole line of a railroad which will not clear a man on the top or side of a car, and it is given as the opinion of many prominent railroad attorneys that a clause in the application such as the one referred to is just as effective as one attempting to specify all of the non-clearing points and has weighty advantages over such a notice, the most important of which is that it does not require revision; while you might mention all of the non-clearing points in your application today, it would be a back number tomorrow, as new obstructions are constantly arising.

All applications should be numbered consecutively, indexed in a book provided for that purpose, and filed away with all letters of inquiry, letters of recommendation and service cards, or copies thereof, attached. Also all information affecting the standing of the applicant, which may come into the possession of the superintendent, should be filed with the application. Such a record then is of incalculable value to a new superintendent in enabling him to form a correct and intelligent idea of his men, who may all be new to him.

Space should be provided on the back of the blank to be filled in, showing when the applicant entered service, when he left and cause. Such an application as I have described should meet all of the requirements, and what now remains to be considered in connection with this subject, and which is closely identified with it, is the

SERVICE CARD.

Quite a number of railroads use the service card in some form or other, but the full benefits to be derived from them will not be realized until they are used by all under a practically uniform system. If issued in proper form it does away with the necessity of making detailed inquiries by the employing officer, and makes the applicant, if the card he holds shows him to be worthy, available for immediate use, while, if one must refer to the officials for whom the man has worked, it involves delay of weeks, and sometimes months, before the superintendent is satisfied that the applicant has misrepresented his service. Sometimes they give as references the names of officials located at distant places, knowing that it will perhaps require several weeks to hear from them, and in the meantime they are enabled to make a "stake." Through a desire to do an applicant justice, often much valuable time is wasted in collecting the facts concerning his service. Every man dismissed from the service is clearly entitled to a reason therefor, which, too, should be stated in writing, and those receiving such a statement should be able to feel that it embodies the worst that may be said about them by the company making it. Every official should have the moral courage to tell the men he dismisses what he has against them, and not give it in a communication to third parties, which, even if the statements are true, may lead to legal complications. Indeed, on some roads superintendents have shown so little discretion about making replies to inquiries concerning ex-employees, involving the company in legal complications, that this prerogative has been taken from them entirely and exercised only by the general superintendent or general manager.

All information concerning the standing of employees who may leave the service should be embodied in a service card, which the holder may carry with him, and even if the card shows that the man has been discharged for some infraction of the rules, it need not necessarily bar him from employment with some other company.

The principal objections to the present form of service cards are, first, that they may be forged; second, that they may be sold or given to others than those to whom issued; third, that they may be used as a means of transportation when looking for work. My experience has been that few railroad men are capable of forging a service card that can long escape detection. They are usually only clumsily executed, and are manifest at first glance. The penalty for forgery is so severe that few train or yardmen, however disreputable, are likely to take the risk. I have heard of employees who have been given a service card asking for a duplicate, claiming that the original had been lost, and when given a duplicate, hand it to a friend whose record happened to be so bad that his own service card would do him no good. However, such impersonations can easily be detected if the employing officer will take the pains to closely question the applicant, and would be practically impossible with a service card gotten up along the lines hereinafter mentioned.

As to using them as traveling cards, there are so few roads which do not issue service letters in some form that, while a man might not have a card from his late employer, he usually has in his possession a card from some other road for which he has worked, and manages to get over the road. As a matter of fact it is not conductors carrying railroad men in good standing about which railroad companies are so particular as the enforcement of the rules requiring them to turn in to the company the money collected in cash fares. At some division points superintendents would often be in sore straits for men were it not that some conductor had brought in a few railroad men looking for employment.

The service card should be printed on durable paper with

tinted surface that will disclose the slightest attempt at erasure by scratching or by use of a chemical. It should contain a complete description of the person to whom issued, with mention of such peculiarities as the loss of a finger, scar on the face, or other evidence of a personal injury, which are only too common among railroad men. It should show date of entering and leaving service, in what capacity and at what point or on what division employed. The capacity in which the person has been employed, the general character of his work, and the particular circumstances causing his retirement should be explicitly stated; and in order that the party to whom the service card is issued can not afterward go back on the statement showing cause of dismissal, he should be required to sign it at the bottom in a space provided for that purpose, under the words, "I have read the above and freely certify to its correctness." This will not only serve as another means of proving the identity of the holder, but in cases where they have been discharged for offenses, such as drunkenness off duty, information concerning which comes to the superintendent through parties who could not prove it, but the correctness of which may be acknowledged by the discharged employee at the time, if the card bears his signature he becomes a party to the instrument, and if afterwards he feels that the company can not prove that the statement is true, the only evidence he can produce will bear his own signature certifying to the correctness of the statement giving cause of dismissal. Even though an official may be well satisfied in his own mind that an employee is drunk, it might be a very difficult matter for him to produce evidence to that effect, should the employee be unscrupulous enough to later on deny it and bring suit for "defamation of character," producing a service card which does not bear his signature as evidence. The duty of signing service cards should not be intrusted to clerks, but they should be carefully examined and signed personally by the issuing officer and bear his office stamp.

It was moved and carried that the paper be incorporated in the minutes.

Mr. Brimson: The question of application blank is a very important one, so much so that I would like to see an application blank of the same form used by all railroads covered by the Central Association, and for that reason I would move that a Committee of three be appointed by the President to draft a suitable application blank and service card, to be presented to this Association at its next meeting.

Seconded by Mr. Connors and carried.

Mr. Connors: I desire to call attention to the fact that some four or five years ago a blank was drawn up by the Indianapolis Division of the Central Association. Would like to have the Committee see that blank and would also suggest that another important point be added; that is, physical examination.

Mr. Taylor: I think the application blank and service card are essential to accomplish the results we seek to obtain.

The Chair appointed as such Committee Mr. C. E. Carson, Chairman, Mr. Benj. McKeen and Mr. A. T. Perkins.

On motion meeting adjourned at 5:05 p.m., to meet at 9 a.m., Wednesday, July 13.

SECOND DAY'S SESSION.

Third session of the Annual Meeting of the Central Association of Railroad Officers was called to order at 9:05 a.m., Wednesday, July 13.

Request for Proceedings of the Central Association.

The Secretary read the following communications:

Washington, D. C., April 14, 1898.

Mr. O. G. Fetter,

Secretary Central Association of R. R. Officers.

Dear Sir: The Interstate Commerce Commission is desirous of obtaining for preservation in its library the proceedings and other publications of all the various organizations connected with the railways of the country. It intends to establish and

tain a railway library which will be practically complete
l branches, and thereby constitute a really valuable source
information for those who write concerning particular sub-
, as well as those who call with a view to personally ex-
ie the documents or volumes. If, therefore, you can fur-
a complete (or as nearly complete as possible) set of the
ished proceedings of the Central Association of Railroad
ers, together with copies of addresses delivered before, or
al reports submitted to, your organization, the favor will
reatly appreciated by the Commission. Please also place
Commission upon your mailing list for future reports and
edings of your Association.

enclose addressed penalty slip for your use in forwarding
documents as you can furnish.

Very respectfully,

(Signed) EDW. A. MOSELEY,
Secretary.

United States Department of Agriculture.

Washington, D. C., May 18, 1898.

O. G. Fetter,

Secretary Central Association of R. R. Officers.

Dear Sir: Having had recent occasion to ask Mr. J. R.
nagh for information regarding the utilization of freight
pment, he has informed me that much of the information I
e is contained in an address he delivered before your Asso-
on at Toledo, Ohio, during July, 1896.

If practicable for you to do so, I shall be greatly indebted if
will furnish me with a copy of the proceedings containing
address.

Very respectfully yours,

(Signed) H. C. NEWCOMB.

University of Pennsylvania.

Philadelphia, Pa., May 13, 1898.

Mr. O. G. Fetter,

Secretary Central Association of R. R. Officers.

Dear Sir: Will you kindly send to the University of Pennsylvania Library a copy of the proceedings of your Association to date, and see to it that we are placed on your regular list for future publications of the Central Association of Railroad Officers?

We are specially interested in gathering state and municipal documents and reports of public institutions. These publications are of great value to our professors and students, and I therefore hope that you will kindly grant this request.

I have the honor to be,

Very respectfully yours,

(Signed) MORRIS JASTROW, JR.,

Librarian.

It was moved by Mr. Brimson, duly seconded, that the Secretary be instructed to communicate with the Secretary of the American Railway Association and ascertain whether these different societies, colleges and commissions are furnished with copies of their proceedings, and if so, that our Secretary be authorized to furnish the same institutions with copies of our proceedings.

Pooling of Railway Freight Equipment.

President: Next we have the report of Committee on "The Pooling of Railway Freight Equipment," which was laid over from meeting of yesterday.

Mr. Cavanagh: For the benefit of those who may not have read my original paper on this subject, which was read before the Annual Meeting at Toledo in 1896, I will read same if no objections. I took the trouble to get some figures as to the

probable loss to railroads as to cars owing to the cost of transfer and the loss of car mileage, simply because the owners would not allow their cars to run beyond their junction points. As stated by Mr. Riley yesterday, Mr. Bailey, of the Illinois Central, claimed that they had an average of twelve hundred cars in one day on switching roads, which, allowing only twenty-five cents per day per car, would amount to three hundred dollars alone. I simply cite this to show the amount of revenue lost to the railroads through this one source.

Mr. Wilson: Would like to know under the proposed arrangement where he states [reads from paper in hand]. It seems to me that under this plan the empty car movement would be increased.

Mr. Cavanagh: That question is easily answered by any man who has ever distributed cars and has seen the movement of empty cars.

After considerable discussion on this subject it was moved and carried "that the subject be continued until the next meeting, when it will again be brought up for discussion and consideration."

**The Central Association of Railroad Officers—
Past, Present and Future.**

BY W. G. BESLER, SUPERINTENDENT C. B. & Q. RY.

The origin of the organization known as the Central Association of Railroad Officers is found in the proceedings of a number of independent associations, known variously as Superintendents' Associations, etc., which existed at several of the prominent railroad centers, and which, having much in common that could best be served by federation, came together and effected a union.

We are indebted for the name "Central Association of Railroad Officers" to the Cincinnati Association of Railroad Officers. At a meeting held December 11, 1888, a Special Committee presented a report recommending changes and amendments in the Constitution, and that the name of the Association be changed to the Central Association of Railroad Officers. At a following meeting, held in January, 1889, at the Bates House in Indianapolis, this resolution was acted on and the name of the Association changed accordingly. Thus we find that the present Central Association of Railroad Officers dates from January, 1889.

At the next meeting following, which was held on February 12, in Cincinnati, the matter received further attention, and the Constitution and By-Laws were amended and adopted, the language of the report being, "provision being made for one Central Association, with Divisions at Cincinnati, Indianapolis, Louisville, Columbus and Zanesville, each of which Divisions to hold regular monthly meetings, having full power to act upon all matters pertaining to their immediate territory, but to meet once every quarter in the Central Association, and all reports and printed matter to be issued under one cover. The Committee considered it very desirable to unite these various organ-

izations under one head, not only for the social intercourse and friendly spirit thereby engendered, but on account of the great good to be derived from such an Association, as it would enable all to work more harmoniously together."

Perhaps a brief review of the early history of the independent associations may be of interest. We will take the various Divisions in the chronological order in which they were organized.

The Toledo Division is first heard of in 1883, when, through the efforts of Mr. Sutherland, of the Michigan Central, and Mr. Curtis, of the Lake Shore Railway, an Association was formed, known as the Toledo Association of Railroad Superintendents. In 1884 this organization changed its name to the Central Association of Railroad Superintendents, in order that it might take in more territory. In the fall of 1885, at a meeting held in the Grand Pacific Hotel, Chicago, at which there was a large attendance—delegates being present from Cleveland, Columbus, Cincinnati, Detroit, Ft. Wayne, Indianapolis and other points—it developed that the Central Association was attempting to cover too much territory, and at that meeting it was decided to amalgamate with the American Society of Railroad Superintendents. After that Chicago meeting Messrs. Sutherland and Curtis reorganized a local association, which was known as the Detroit and Toledo Association of Railroad Superintendents, which continued until July, 1893, when Detroit withdrew and formed a separate association, whereupon the Toledo association again changed its name to the Toledo Association of Railroad Superintendents, and finally, in November, 1894, the Toledo Association became a Division of the Central Association of Railroad Officers.

The next Division which can lay claim to early history is the Kansas City Division. The first meeting of the Kansas City Division was held September 3, 1883, when an organization known as the Association of Superintendents of Kansas City Railways was organized, and its first regular meeting was held November 8, 1883. The object of this association was to perfect a system of joint car inspection and act upon such other

matters as naturally came before it. The Kansas City Association became the Kansas City Division of the Central Association on July 1, 1897.

The third in order is the St. Louis Division. The St. Louis Superintendents' Association was organized on July 20, 1886, and was the outgrowth of the meetings held by the superintendents of the St. Louis Railways in consequence of the switchmen's strike of 1886.

The object of the association was that the representatives of the various companies might meet at stated intervals to interchange views and discuss matters of common interest, whereby cooperation and unanimity in common matters might be secured. The St. Louis Superintendents' Association was merged into the St. Louis Division of the Central Association July 1, 1895.

The fourth is the Cincinnati Division. The first record we find of the Cincinnati Association is the minutes of a meeting held at Cincinnati, Ohio, December 8, 1886. At that meeting a Constitution and By-Laws were adopted and a permanent organization perfected, to be known as the Cincinnati Association of Railroad Officers. The objects of the Association were mutual improvement, increase of social intercourse, more frequent and general interchange of views, and a proper regulation of interchange of traffic at local and junction points, and the regulation of joint terminal expense.

As has already been shown, to the Cincinnati Division we are indebted for the origin of the Central Association, formed in January, 1889, and also, as will next be shown, the organization of the Indianapolis, Columbus and Louisville Divisions.

The fifth is the Indianapolis Division, the first record of which is found in the records of the Cincinnati Association, showing that a meeting was held at the Bates House in Indianapolis, in January, 1889, for the purpose of organizing a branch association at that point. The first regular meeting of the Indianapolis Division was held at the rooms of the Cincinnati Division on February 12, 1889, when the organization was perfected and a Constitution and By-Laws adopted.

The sixth is the Columbus Division, the first record of which we find is on April 23, 1889, when a meeting of the Cincinnati Division was held in Columbus, and an organization known as the Columbus Division was formed.

The seventh is the Louisville Division (not now in existence), which was formed at a meeting held at the Galt House in Louisville on December 18, 1889.

The eighth and last is the Peoria Division, organized February 14, 1890, under the name of the Peoria Superintendents' Association. The meeting was brought about by the efforts of Mr. F. C. Rice, Superintendent of the C. B. & Q. R. R., for the purpose of securing cooperation and adjusting certain joint matters at Peoria.

The Peoria Superintendents' Association was merged into the Peoria Division of the Central Association of Railroad Officers in February, 1895.

It will be noticed that along in the '80s a new era was begun, and new methods began to be felt. The General Time Convention, which was merged into the American Railway Association in 1886, had instituted a new order of things, and it began to be seen that individual practices and personal notions were not always the most effective, and that an interchange of opinions and adoption of common practices were essential to good management. In this connection it must be borne in mind that the wonderful evolution in transportation matters naturally forced many of these changes to come about.

But meanwhile this rapid evolution required a better understanding between those in charge of the properties which were being brought together, a cooperation became necessary which previously had not existed or been felt, and these associations of superintendents and officers seemed to spring up spontaneously in answer to that want. At first for certain specific purposes, and then gradually spreading out, taking in more jurisdiction and bringing to a common level innumerable practices. There was a vast field for the pioneers in these associations; there were no marked paths or precedents which they might

follow. What an opportunity here existed for the officer of strong individuality; how in this virgin soil he might leave the marks of his handiwork. We see the evidences to the present time, and can trace directly to such origin many of our institutions today.

Next we note how history repeats itself, and following the individual effort of independent associations came combination and amalgamation, whereby greater things might be accomplished and more sweeping changes and alterations successfully instituted.

Railroad magazines and periodicals which had made their appearance early in the '70s, at first crude productions, with little or no technical matter, were ever increasing in number as well as in the merit of what they produced. Next came a new form of organization, known variously as railway clubs, whose aims and purposes, while in entire harmony with such organizations as our Central Association, are of a more general character, and embrace the entire field of technical and theoretical as well as practical matters, and whose productions are in the path of literary matter.

By such encroachments the field originally solely the property of the superintendents' association has been narrowed down. The magazine and the pamphlet have treated in a literary way what might otherwise have received attention in the meeting. Indifference on the part of members, perhaps due to a lack of proper effort by the division management, has grown until it has come to pass that in many quarters we find a lack of interest in the work of the Division of the Central Association, and even suggestions that the railway club has removed the necessity for our further existence. They do not take into account that the railway club is only a general organization, with no real authority back of it to enforce its deliberations and conclusions.

This brings us down to the present. Let us ask ourselves are we doing all that we might in our organization, and are we making ourselves felt as a power such as we are able if we but will it? Dry rot spoils many a fine edifice, and there is more

than a mere suspicion that we have a taint of it. I am aware that some will decry making an effort, and ask what is the use, and exert all the "pull back" force at their command, but this need not deter. If the procession waited for the last man it would never have started. Fancy what the result would be of a meeting composed entirely of members who plant themselves in a chair and pull away at a cigar, enveloping themselves in such a cloud of smoke as to be well-nigh concealed, and who are about as animated as the wooden Indian in front of a cigar store, and contribute just about as much to the interest of the meeting.

I do not excuse a member simply because his early education or training may have been somewhat limited. He has forced his way upward and holds a place from which certain things are expected; he can at least do the best he is able and then try to improve upon that effort. Practice is what makes perfect. We have the right to expect this effort on his part. Again, there are members who are conspicuous only by their absence. I do not mean to say that occasional absence is unavoidable. I refer to the professional absentee. He is even a worse problem than the "wooden man." I can not undertake to fathom his motives; perhaps he hasn't any; perhaps he has learned it all, and no longer has to make an effort to keep in line with the Progress of the world.

There are buildings in our cities with large offices and ware-rooms, which once teemed with active, busy life; conditions changed, the business center moved further away to a newer and better location, and now those rooms have naught but the musty smell and cobweb corners and darkened window panes characteristic of isolation and disuse. They were fine edifices in their day, but did not and could not keep up with the march of progress. I can only liken the condition of the man who shuts himself up to one of these old buildings—grand and imposing in their day, but now only a relic of the past, whose existence is continued only until the necessities of the times

demand that it be torn down, to be replaced by a modern structure.

I have no idea that anything I might say will have the least effect toward altering the habits or practice of any derelict, but it does not require the eye of a prophet to foresee what will transpire within the near future; *i. e.*, there will be the same improvement and advancement in the standard of men that is taking place in appliances and machinery. Young men with good university training are entering the service in subordinate positions and willing to work their way up; by the benefit of a trained and disciplined mind they may reasonably hope to accomplish in a few years what has cost others not so equipped a lifetime of hard application. Far be it from my thought or intention to belittle or relegate to a back seat the importance of practical experience. What a man can do, rather than how much does he know, is what we must look to; results are what we are after, and it is from this premise I base my assertion that better material will surely supplant the inferior.

One of the missions of the Central Association in which it has held its own is the matter of car service associations, but to quote statistics or go into detail here would be only to impose upon the majority something with which they are already fully acquainted. The principal thought then in connection herewith is to call attention to this matter as one wherein our scope has been maintained.

And what of the future of this Association? This depends entirely upon the members themselves. With better material in the structure we may reasonably look forward to a better and stronger combination. The coming man, who is receiving his experience and has the advantage of the railway club to assist in developing his mind, will find in the Central Association a field for actual practice.

Let us consider for a moment what are we, and what have we a right to assume. With seven well-organized Divisions, closely bound together and covering a territory best expressed by the word "Central," unanimity of action on the part of the

Central Association will bring about any result we might seek to accomplish. We are, or should be, a live, working institution, holding both the reins and the whip handle. Many a political organization not half so well equipped successfully carries through its measures; our difficulty is indifference to, or rather lack of appreciation of, what is within our grasp or control. True, it requires work, but exertion is necessary to accomplish anything, and that which does not cost effort is not usually worth much.

There is a legitimate field for the Central Association of Railroad Officers, which belongs only to it and can not be occupied or usurped by any club or publication.

From such associations as ours, the railway club, the railroad magazine, yes, even the American Railway Association itself, can be taught and their deliberations modified. You may ask why do I place such a high estimate upon the importance of what we might accomplish? To which I make answer that in our ranks are the men who are doing the business, and who can make or break the success of any measure. In view of what we have accomplished in the past, when we actively undertook to carry through any measure, it is not unreasonable to believe that, with our forces properly conserved and directed, we might control whatever measure we undertook to enforce.

Nowhere in the world could a regiment of "emergency men" be organized who would equal in force and capacity that of a regiment of railroad superintendents and managers, should such a draft be made. These men were gifted by nature as "Bosses," and are holding the places they fill because of such grace.

Whether this Association shall ever hold the place it might, depends upon itself. All that is required is sufficient cohesion and persistency to carry its plans to a successful end. It has the power; will it be exerted?

In conclusion, the following lines will convey the sentiment which I would like to see manifest in this Association:

The mighty pyramids of stone
Which wedge-like cleave the desert air,
When clearer seen and better known
Are but gigantic flights of stairs.

The heights by great men reached and kept
Were not attained by sudden flight,
But they while their companions slept
Were toiling upward in the night.

It was moved by Mr. Brinson, seconded by Mr. Galloway,
that the paper be spread upon the minutes.

Amendment to Article XVII of Rules of Order.

The following amendment to Article XVII was proposed by
the Executive Committee:

ARTICLE XVII.

Votes in the meetings of the Association, except for the
election of officers, shall be viva voce.

For the election of officers each Division shall be entitled to
cast one vote. (See Article IV.) For this purpose each Division
shall delegate a member to act for it and cast its vote.

A majority vote of the members present shall govern. In
case of a tie vote the Chairman shall cast the deciding ballot.

It was moved and carried "that the amendment, as proposed
by the Executive Committee, be adopted."

The following resolutions were next offered by Mr. Besler,
duly seconded and carried unanimously:

Resolved, That the thanks of this Central Association of
Railroad Officers be, and are hereby, tendered to the Indianapolis
Division for the splendid manner in which they have taken
care of this Annual Meeting, and for the entertainment furnished
visiting members.

Resolved, That our thanks are due and are hereby extended

to the ladies of the Indianapolis Division for their kind attention to, and entertainment of, our visiting ladies.

Resolved, That the thanks of the Central Association of Railroad Officers be tendered the management of the New Denison Hotel for consideration and accommodations given this Association at this meeting.

Finally, Resolved, That this Annual Meeting of the Central Association of Railroad Officers, held at Indianapolis, has been the best attended, most enthusiastic and in all respects the most successful meeting ever held by this Association.

It was further


Resolved, That the thanks of this Association be tendered to the managements of the Frank Bird Transfer Co., the Indianapolis Union Railway, the Country Club, of Indianapolis, the Soldiers' and Sailors' Monument and the Union Stockyards Company for the courtesies extended the Central Association of Railroad Officers during its Annual Meeting, held at Indianapolis, July 12 and 13, 1898.

Election of Officers.

The following officers were elected for the ensuing year:

President, Mr. W. G. Besler; First Vice-President, Mr. M. S. Connors; Second Vice-President, Mr. C. E. Carson; Secretary-Treasurer, Mr. O. G. Fetter; Executive Committee, for two years, Mr. T. F. Whittelsey, Mr. J. W. Riley; Train Rule Committee, Mr. W. H. Brimson, Mr. J. W. Dawson, Mr. P. A. Bonebrake.

President: The election of officers being concluded, I wish to present my sincere thanks to the Association for the honors that have been conferred upon me, and for the very kind consideration that you have given me at this meeting. I feel also that you are to be congratulated for the successful meeting that I feel you have had, and if I have contributed at all towards the result, I think it is only my duty, and I am very glad of it.



I will appoint Mr. Allen and Mr. Huntington as Committee to conduct the new President to the Chair.

Mr. Besler: I wish to thank you for the honor conferred, and as we have had sufficient speech making, will ask to be excused at this time. I will say, however, that in the coming year, with the assistance of the Executive Committee, we will endeavor to give you what may be termed a "business administration."

Moved by Mr. Garstang, seconded by Mr. Bickell, that the thanks of this Association be extended to the retiring officers for the able and satisfactory manner in which they have conducted the offices of this Association.

No further business appearing, on motion, duly seconded, meeting adjourned at 11:45 a.m.

T. F. WHITTELSEY,
President.

O. G. FETTER,
Secretary.

CINCINNATI DIVISION.

No meeting.

O. G. FETTER,
Secretary. ■

INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, July 2, 1898.**

Meeting called to order at 2:10 p. m. by the President.

The following lines were represented:

C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
P. C. C. & St. L. Ry *	P. A. BONEBRAKE....	Superintendent.
P. & E. R. R.....	J. W. RILEY.....	Superintendent.
I. & V. R. R.....	M. W. MANSFIELD....	Superintendent.
I. U. Ry.....	A. A. ZION.....	Superintendent.
L. E. & W. Ry.....	H. F. BICKELL.....	Ass't Gen. Supt.
Monon.....	A. J. O'REILLY.....	Gen. Agent.
I. D. & W.....	G. H. GRAVES.....	Superintendent.

* Represented by M. W. Mansfield.

The minutes of the last meeting stood approved as printed.

The Secretary read the following communication from Mr. Galloway:

Cincinnati, Ohio, June 29, 1898.

Mr. G. B. Staats,

Secretary, Indianapolis, Indiana.

Dear Sir: Notice of meeting to be held Saturday received. I regret that I do not think I will be able to be present at this meeting on account of press of other business on that date.

I trust that nothing will be left undone by the Committee of the Indianapolis Division to insure a pleasant and successful

Annual Meeting. I would like to hear from you after the meeting, advising what the arrangements are if completed.

I desire to assure you that if there is anything I can do to help matters along I am at your command.

Yours truly,

A. GALLOWAY,
Superintendent.

The Committee on Entertainment of the Annual Meeting submitted the following report:

Indianapolis, Indiana, July 2, 1898.

Central Association R. R. Officers, Indianapolis Division.

Gentlemen: Your Committee on entertaining the members and visitors to the Annual Meeting in this city July 12, 1898, would respectfully submit the following programme:

Tuesday, July 12, at 3 p. m.—A carriage drive over the city for the ladies, leaving the New Denison.

Tuesday, July 12—A trolley ride to Fairview Park and return, also over principal streets of the city, leaving the New Denison at 7:30 p. m.

Wednesday, July 13—A trip to the top of the Soldiers' and Sailors' Monument, for both ladies and gentlemen, at 9:30 a. m.

Same day—A trip over the Belt Railroad, leaving the Union Station at 1:30 p. m.

The expense for street cars, motor and two trailers, will be thirty dollars. This is the only expense that we have incurred, and would respectfully ask your approval of same. If it is found that additional entertainment can be given, it will be done and announcements made to the meeting.

Respectfully,

(Signed) J. W. RILEY,
A. A. ZION.

On motion the report was accepted.

It was the sense of the meeting that the facilities or attractions in the way of entertaining visiting members were some-

what limited. Efforts should be made to make the occasion as pleasant as possible, each resident member to extend a special invitation to all the officers of his line.

On motion the President was requested to cast the vote of the Indianapolis Division in the election of the officers at the Annual Meeting.

A communication from the Car Foremen and Inspectors' Association was received, enclosing a copy of the local Interchange Rules, as revised by the Association.

On motion the papers were referred to the Standing Committee on Interchange for investigation and report.

Car Foremen and Inspectors' Association.

The following is from the proceedings of a meeting held June 15, 1898:

"Under the head of unfinished business the Chair stated that the subject of applying wrong journal bearings and not carding for same had been laid over from the last meeting for the purpose of giving Mr. Hodson an opportunity to bring some decisions of the Arbitration Committee.

"Mr. Hodson then offered the decision of the Arbitration Committee in Case No. 394, which the Secretary read.

"Mr. Carter: It seems to me it is hard to get at this matter of wrong repairs, but my understanding of it is that if we put on a draft timber that isn't according to the standard of the car that would be a wrong repair, but if we apply it temporarily to get the freight through to its destination, and it is able to carry it to that point, we should put on a repair card and defect card covering the wrong repairs. The Book of Rules says that we can repair a car and use the standard material provided it don't weaken the car. Now what is a standard draw-bar? Is it a draw-bar standard to the car?

"The Chair: There is no standard draw-bar. The car specifies on itself by stencil mark whether it is a stem or pocket.

"Mr. Carter: Sometimes we have cars come to us with a

stem on one end and a pocket on the other, and we don't know which is the standard. It is stated in the rules that you would have to card if you put in a pocket when the original was a stem, or vice versa.

"Mr. Hodson: I believe according to the decisions, if the journal bearing brings the car home from the place of inspection safely it is not counted a cardable defect; it is not necessary that we use a card for it. We applied a brass to a Lehigh Valley car and carded the car, and the car went to Cleveland, and the car inspector turned it back and wanted to know what kind of men they had here carding for wrong brasses. They pulled the card off the car and sent it back.

"Mr. Carter: I am of the impression that it is policy for us to put a brass in a car if we can get it to fit the car. I don't believe it is necessary to card for it.

"The Chair: It is evident if a man cards for a brass which he has applied to a foreign car, and it is a wrong brass, his company would not make much by it—they would be out that much.

"Mr. Hodson: All disputes are settled by the Arbitration Committee, and they have decided if the journal bearing brings the car to its destination safely it is not a cardable defect. It is an inside concealed defect, and you can not collect for it. I can take off of your car two iron brake beams and put on two wooden ones and you can not collect for it.

"Mr. O'Neal: I think the road would be at a loss if you took off two iron brake beams and put on two wooden ones, and I should think you would card for it.

"The Chair: As we have a small meeting today I think it would be best to lay this matter over until the next meeting, as we would like to hear the absent members talk on this subject."

It was decided to abandon the regular monthly meeting in August, and adjournment was made until September.

H. F. BICKELL,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

No meeting.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

No meeting.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

No meeting.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Minutes of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, July 8, 1898.

Meeting called to order at 11:20 a. m., with Vice-President
in the Chair.

Representation was as shown below:

C. Ry.	Not represented.
& T. Ry.	MR. A. T. PERKINS.....Supt. T.
I. R. R.	MR. J. A. HEETHER.....Trainmaster.
I. M. & S. Ry.	Not represented.
I. Ass'n of St. L.	EDW. DUNLOP.....Supt.
M. B. T. Ry.	MR. EDW. DUNLOP.....Supt.
& S. F. Ry.	MR. A. G. DAVIDSON.....Supt. Trans.
"	MR. A. O'HARA.....Div. Supt.
S. Ferry Co.	MR. G. L. SANDS.....Manager.
"	MR. J. J. BAULCH.....G. F. A.
& I. R. R.	MR. O. E. RAIDY.....Trainmaster.
I. Q. R. R.	MR. W. G. BESLER.....Supt.
I. & N-W. R. R.	MR. A. T. PERKINS.....Supt. T.
"	MR. M. A. BAKER.....Supt. Tel.
D. R. R.	Not represented.
I. R. R.	Not represented.
I. S-W. Ry.	MR. H. C. BARNARD.....Supt.
"	MR. I. L. BURLINGAME...Trainmaster.

C. C. C. & St. L. Ry. Not represented.
C. & A. R. R. Not represented.
T. St. L. & K. C. Ry. Not represented.
St. L. C. & St. P., and
the C. P. & St. L.
R. R. Co., of Ills. . . MR. C. MILLARD Supt.
L. E. & St. L. C. R. R. Not represented.
Ills. Cent. R. R. MR. H. McCOURT. Supt.
St. L. P. & N. Ry. Not represented.
St. L. Transfer Co. . . . MR. W. G. BESLER.
St. L. K. C. & C. L. Not represented.

Reading of Minutes.

Vice-President: As the minutes of our previous meeting have been printed and distributed, unless there are corrections or objections, they will stand approved as issued.

Unfinished Business.

Vice-President: We have the matter of having the State Grain Inspectors at St. Louis or East St. Louis close and reseal the doors of cars after they have completed their work in connection therewith. According to the minutes of our last meeting the Secretary was requested to communicate with the Local Freight Agents' Association and secure from them the correspondence in their possession, and which they had in connection with this subject. The Secretary has complied with this and has the papers.

Secretary: The Local Freight Agents' Association took the matter up with the Commissioners at Springfield, Illinois, and they declined to require their inspectors to close and reseal the cars after inspection of contents; they then took the question up with the Chicago Agents' Association, and together they met the Commissioners at Chicago last January, but the result was the same, the Commissioners finally refusing to instruct their

inspectors to close and reseal the cars. Their letter of refusal was worded as follows:

Referring to the petition of the Chicago and St. Louis Local Freight Agents' Associations, as to the State Inspectors resealing cars after inspection, which was heard by the Commissioners at our last regular meeting, I desire to officially inform you that it is the decision of the Board that *they will not require* the State Inspectors to reseal and reclose cars after inspection.

I am, sir,

Very respectfully,

BEECHER B. RAY,
Secretary.

The Local Freight Agents' Association send this correspondence to us that we may know what has been done by them towards the amelioration of our troubles.

Vice-President: This matter was taken up by the Local Agents' Association a second time this year, and this correspondence was asked for upon the suggestion of Mr. Adams at our last meeting, it being the impression that if anything further was done it would have to be referred to the managers of the roads to see if they wished to take any further action. The resealing of these cars is done on the west side by the State Grain Inspectors, who close and reseal the cars with a seal of their own after they have finished inspecting and sampling. On the east side it appears the roads are compelled to furnish clerks to see that these cars are properly secured.

Secretary: I have a letter from Superintendent W. G. Besler, of the C. B. & Q. Railroad, as follows:

I inclose with this a letter from Mr. F. A. Delano, Superintendent Freight Terminals, C. B. & Q., at Chicago, on the subject of grain inspectors leaving car doors open, etc. From what he says you will note that in Chicago we send a watchman after the State Grain Inspectors to close and seal the doors.

Letter from F. A. Delano as follows:

Replying to yours of the 11th inst., in regard to grain inspectors breaking the seals and leaving car doors open, I beg to say that we do not experience any trouble such as you complain of. The plan of operation in Hawthorne Yard is as follows:

Just before the State Grain Inspectors start out to inspect grain they send one man who breaks the seals and opens the car doors, and tacks a blank inspector's ticket on the grain door. This man always keeps in advance of the inspectors, and does not open more cars, as a rule, than they will inspect. We have a watchman, who is carried on our regular watchman's roll, who follows the inspectors with a crow-bar and seals, and this man, as soon as the inspectors and samplers are through with the car, closes and fastens the doors and reseals the car. I might add that for this purpose we use the old-style lead seal, because the seal is not so much for the sake of a record as for effect, also because of the large number cars of grain that we handle. If we used number seals it would unnecessarily exhaust the series so much sooner.

Mr. Baulch: Am I to understand that the final action of the Railroad and Warehouse Commissioners was the result of a decision of the court?

Vice-President: It was merely their own decision, which they rendered arbitrarily.

Mr. Baulch: In this day of claims that are based very largely upon the seal records it seems to me that it would be wise to take the matter up in some way and see if they can not be compelled to close and reseal the cars.

Mr. Raidy: I do not see that anything can be done in the face of the decision that the Commissioners have rendered.

Vice-President: The matter was laid over until this meeting so that we could get the correspondence from the Local Freight Agents' Association.

Mr. Barnard: I am satisfied that we can not get beyond the

decision of the Commissioners, and therefore I move that the matter be tabled.

Seconded. Carried.

Vice-President: We also have the matter of the change of drip valves on refrigerator cars so as to prevent the damage to tracks, trucks, etc., from the dripping brine from same.

Mr. Heether: I believe that this matter is one in which Mr. Adams is a member of the Committee, and I wish to state that he was unable to attend the meeting today. Understand he was to gather some information to be presented to the meeting.

Vice-President: I understand that was the status of the matter. All the lines present at our last meeting were requested to send in all the information that they could gather. The Secretary has a letter in regard to this matter.

Secretary: I have a communication from Mr. W. G. Besler, Superintendent of the C. B. & Q., as follows:

Referring to subject introduced by Mr. Adams, in regard to "Rust from salt water drippings," etc.

I inclose with this a letter received from our Superintendent of Motive Power, Mr. Rhodes, which I believe takes care of this subject. You may present this at the next meeting.

Aurora, Illinois, June 14, 1898.

Mr. W. G. Besler,

Division Superintendent.

Dear Sir: We have your letter of June 11, in regard to damage to track and equipment on account of salt water drippings from refrigerator cars, asking for the final outcome of the matter. We got replies from each of the master mechanics and each of the superintendents, as well as from the chief engineer of the C. B. & Q., and submitted our statement to the Chairman of a Committee of the M. C. B. Association, subject, "Rust from salt water drippings." There seemed to be a general opinion where observations had been made that the drippings

were a detriment to the tracks, bridges, etc., and the chief engineer emphasized this quite strongly, and suggested that if it was necessary to allow the salt water to run out of the cars it would be better if it could be done between rails in place of over rails. The trucks also were reported on as being affected by rust quite seriously. This whole matter of course will come up as a Committee report that will be presented by the Chairman of the Committee, and will be found in the minutes of the 1898 M. C. B. Association Book that is issued, and a final recommendation will doubtless be given at that time.

Yours truly,

G. W. RHODES,
Supt. Motive Power.

Mr. Raidy: I move that the matter be laid over until our next meeting.

Seconded. Carried.

Vice-President: A report is due from the Committee on the Rules for Interchange of Empty Cars. I will state that the Chairman of the Committee met with the Joint Car Inspection Association at its last meeting and went over the matter as thoroughly as we were able. There was quite a lengthy discussion, and after this the Joint Inspection Association decided to furnish a complete copy of the proposed rules to each member of their Association, and that they would consider the matter finally at their next meeting, which will occur on July 28. It is impossible to get any further action than this, and as it is very desirable that it be uniform on the part of both these associations, I think the subject should go over to our next meeting, when the result of the meeting of the Joint Inspection Association can be had. If there are no objections to laying this matter over to our next meeting it will be so ordered.

Reading of Correspondence.

Secretary: We have no correspondence this month.

Vice-President: There are no more Committees out, with the exception of the Car Service Committee, and we will give them further time, as heretofore, as they are not yet ready to make report.

New Business.

Vice-President: Under this head we have the matter of making arrangements for the attendance of members of this Division to the Annual Meeting, to be held in Indianapolis on next Tuesday, 12th inst. We have a request from the Chairman of the Reception Committee, Mr. G. W. Bender, asking that we advise him what members of this Division will be able or expect to attend the Convention.

Mr. Raidy: I will here state that I am authorized by Superintendent Miller to tender to the St. Louis Division the courtesies of the Vandalia Line to Indianapolis next week, and we will provide a coach for the exclusive use of members of the Association, the members to make the choice of the train on which they desire to go. Also that they inform us of this, so that proper arrangements can be made.

Mr. Heether: I move that the very kind offer of the Vandalia Line be accepted, and that the thanks of the Division be tendered to that line and its officers for the courtesy. Further, that the information regarding the train on which we will go be furnished them as soon as possible.

Seconded by Mr. Barnard. Carried.

Upon request the Secretary here called the roll, with the result that but three members desired to go from St. Louis, and two others by other routes, the intention of absent members to be ascertained by the Secretary and communicated to the Chairman of Reception Committee.

Mr. Barnard: I have a matter that I would like to bring before the Association; I believe it concerns the Eastside lines exclusively. It is in regard to the rates to be paid for the transfer of carload business. I find that on September 26, 1893, a schedule was adopted by the Superintendents' Association, governing the transfer of such business. I find further that very few of the Eastside lines are respecting the rates given in this schedule. The matter has been called to my attention very forcibly of late by a demand made by our grain transfer men for an increase in pay, and in looking into the matter I found that none of the lines on the Eastside are complying with the schedule; some pay less and others more.

This is a subject on which we will have to pass sooner or later, and the thought has suggested itself to me that it would be wise for the Association to prepare another schedule, if possible, and I presume the proper way to do that would be through a joint committee from this and the Local Agents' Association. I would like to hear from some of the members present upon this matter.

Mr. Besler: Shortly after this schedule was adopted the "hard times" struck us, and there were ten percent reductions on nearly all of the roads in different departments. The C. B. & Q. made a horizontal reduction of ten percent on that schedule, and we have followed this reduced schedule ever since. We gave notice at the time of what we had done.

I believe that the suggestion thrown out by Mr. Barnard is the proper course to pursue, and I move that a Committee be appointed to take the matter in hand and offer in its report some resolution or statement covering their recommendations.

Seconded by Mr. McCourt.

Vice-President: Before this motion is put I would like to call your attention to the system that I have adopted within the past year. In June, 1897, I made up a schedule of charges for transferring freight by the ton, dividing all kinds of freight that we handled for two years previous into three classes, A, B and C. I first agreed to pay eight, seven and six cents respectively

for each class. Shortly afterwards I changed the rates to eight cents for A, six cents for B and five cents for C, per ton. This arrangement has been in successful operation as far as we are concerned; our work has been done much more promptly and at a less expense than before, when the freight was transferred to the carload lot. At least, it is at a less expense than it has ever been done before. Possibly some other of the roads would like to look into a matter of this kind.

Mr. Besler: If it is permissible I would like to amend my motion by adding that Mr. Perkins be Chairman of that Committee.

Vice-President: It has been moved and seconded that a committee be appointed to meet with the Local Freight Agents' Association Committee and prepare a schedule of rates to be paid for the transfer of carload freight. An amendment has been made to this motion that Mr. A. T. Perkins be Chairman of that Committee.

Carried.

Vice-President: I appoint on that Committee A. T. Perkins, Chairman, H. C. Barnard and H. McCourt.

Mr. Besler: I wish to state that there is a resolution before the Central Association, which, if carried, will necessitate the appointment of some member from each Division to cast the vote for his Division at the election at the Annual Meeting. Therefore it is necessary that, in view of the probability of this resolution passing, as no doubt it will, we appoint some member who will be authorized to do this.

Mr. Sands: As the Vice-President will no doubt attend, I move that the Vice-President, Mr. A. T. Perkins, be authorized to cast the vote of the St. Louis Division at the Annual Meeting.

Seconded. Carried.

Mr. Besler: I wish to speak upon a matter in connection with the new arrangements at the stockyards, East St. Louis. The point I wish to make is in reference to the seal record of sealing of cars by the industries, or by the stockyards company, so that the cars will be properly secured when placed upon the

delivery tracks. A number of the industries there seal their own cars and others do not, and there is a chance for loss between the loading point and the delivery track to the roads. When we receive these cars and seal them we have no means of knowing whether or not there is any shortage, and when the car arrives at destination with clear seal record, if there is a claim we have to settle same, and the burden falls upon our shoulders, whereas, had the car been sealed at the industry, or by the stockyards company, before there was any chance of robbery, it would clearly show exactly where the loss, if any, occurred.

Now I believe that if the stockyards company enters into any contracts with the roads to do their switching work at the stockyards, it appears that they should be required to seal all cars which are not already sealed by the industries before they are switched or delivered to us. Or they should see that this is done by the concerns loading the cars before they moved from their rails.

The stockyards company will, under the arrangement proposed, receive a charge for the switching and handling of the business at that place, and I feel that they can well afford to take the proper precautions in regard to seal record and assume the necessary expense.

Mr. Dunlop: It seems to me that when the stockyards company assumes the work of switching for any of the roads they certainly should see that all loaded cars, whether from industries or from the loading platform, are properly secured before being moved. They positively refuse to seal anything for roads who handle their own business.

Mr. Besler: I had reference to the switching for other companies. As for the Burlington, we deliver to them on a certain track a lot of empties, which they deliver to the various industries, and when loaded they take them from the industries and deliver to us on some designated track. It occurs to me that it is not asking too much to see that they have all the cars properly secured.

Mr. Dunlop: We still do our own switching business at the stockyards.

Mr. McCourt: We have not yet entered into any arrangement in this regard, but if we should we certainly will insist upon their sealing the cars.

Mr. Barnard: We have not entered into any agreement with the stockyards people, and I quite agree that they should see to the sealing of all cars.

Mr. Besler: Thus, do we agree that it is good practice to ask the stockyards people to see that all cars are properly sealed when they undertake to do the switching for us? Perhaps the subject is not yet quite ripe for a Committee. The stockyards people are just about taking the matter up with each road individually, having made arrangements for motive power, etc., and I believe that now is the time to get together before any definite arrangements are made, and see if certain things can not be done. If only one or two of us made demands we might not get them, but if all moved in concerted action we certainly would succeed.

I move that it is the sense of this meeting that cars received from the stockyards company at East St. Louis must be received under proper seals.

Seconded by Mr. Barnard. Carried unanimously.

Upon motion the meeting here adjourned.

A. T. PERKINS,
Vice-President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., July 20, 1898.

Meeting was called to order at 2:15 p. m. by Vice-President Carson.

The representation was as follows:

A. T. & S. F. Ry.....(Not represented.)
C. & A. R. R.....(Not represented.)
C. R. I. & P. Ry.....MR. C. W. JONES.....Supt.
 " " MR. J. R. BLAIR.....Trainmaster.
 " " MR. W. S. TINSMAN.....Trainmaster.
H. & St. J. R. R.....MR. E. G. FISH.....Ass't Supt.
 " " MR. J. W. MULHERN....Trainmaster.
 " " MR. J. P. CUMMINGS....Agent.
K. C. F. S. & M. R. R..(Not represented.)
C. M. & St. P. R. R....(Not represented.)
M. K. & T. Ry.....MR. L. W. WELCH.....Supt.
 " " MR. C. WIRTH.....Trainmaster.
C. G. W. Ry.....MR. J. BERLINGETT.....Supt.
 " " MR. E. S. HITCHINS....Agent.
 " " MR. E. B. McCONOUGHY..L. S. A.
K. C. O. & S. Ry.....(Not represented.)
K. C. St. J. & C. B. R. R..MR. E. G. FISH.....Ass't Supt.
Mo. Pac. Ry.....MR. C. E. CARSON.....Supt. Ter.

Un. Pac. Ry.....G. N. CURTIS.....Agent.
Wabash R. R.....MR. JAS. LAUGHLINTrainmaster.
“MR. U. B. DARNALL.....Agent.
K. C. N. W. R. R.....MR. C. E. CARSON.
K. C. P. & G. R. R.....(Not represented.)
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
Union Depot Co.....MR. E. J. SANFORD.....Supt.

VISITOR: Mr. W. E. Green, Supt. K. C. P. & G. R. R.,
Shreveport, La.

President: Unless there are objections the minutes of the
last meeting will stand approved as printed.

President: Have we any unfinished business, Mr. Secretary?

Secretary: The matter of stealing of brasses and other parts
of cars is still under consideration. This was carried over from
the last meeting, awaiting report from Mr. Elliott, Secretary of
the Peoria Division, whom I wrote, asking information as to
the enforcement of the Illinois statutes covering such offenses.
Mr. Elliott took the matter up by letter with the different mem-
bers of the Peoria Division, and has forwarded me the entire
correspondence. This correspondence is also printed in full in
the June proceedings of the Peoria Division, from which I will
read. [Reads from pages 280 to 288, June proceedings.]

President: What is your pleasure with regard to these
reports and letters?

I might suggest that, as it is mentioned by one of the super-
intendents that the Ohio law is more favorable to the railroad
companies in bringing about convictions for this class of of-
fenders, it might be well for our Secretary to correspond with
the Cincinnati or Columbus Divisions and get a copy of the
Ohio statute.

Mr. Jones: I move that the Secretary be directed to return
this correspondence with the thanks of this Division, and that
he also be directed to correspond with the Secretaries of the
Cincinnati and Columbus Divisions and secure a copy of the
Ohio law, and ask them in regard to the working of same.

The motion was seconded and carried.

Mr. Green: Before this question is dropped I would like to say that I have had a large amount of experience in Illinois railroad work, and we never had any difficulty at all in convicting brass thieves when we could identify the property that was stolen. That is, when found in the possession of a junk dealer or brass thief. The trouble is in using M. C. B. brasses that have no stamp on them. If each road using M. C. B. brasses would stamp the initials of their road on them it would be an easy matter to identify them. Under the Illinois law, if a brass is found in a man's possession you can make him account how he came to get possession of that brass, if you can identify it. I think it would be a good idea to take up the question of having the initials stamped on the brass.

President: That seems to me to be a very good suggestion, and before the matter is finally disposed of here I think we should bear that in mind and make some kind of a recommendation from this Association to the various lines with that end in view.

President: Is there any other unfinished business?

Secretary: The only other unfinished business is the matter of interchanging transfers.

President: At the last meeting the matter of interchange of transfers at Kansas City was pretty thoroughly discussed, and we had with us at that meeting the general yardmasters of the various lines in this Division, to see what could be done towards an improvement in this direction. It was suggested that the matter of inspection seemed to be the only difficulty in the way of having one switch engine bring back cars from a connecting line when they made a special transfer. It was left for the Vice-President to confer with the Joint Car Inspector as to what could be done.

During the past month I have been very busy and have not had any opportunity of doing very much with it. I have talked with a number of men in the car inspection department, but would like a little further time to report on the matter.

Mr. Laughlin: I move that Mr. Carson be granted more time to complete his report.

Motion seconded and carried.

President: The next thing is the reading of correspondence.

Secretary: I have no correspondence, but have here a pamphlet received from the Interstate Commerce Commission, entitled "An Act concerning carriers engaged in interstate commerce and their employees. Mediation and arbitration." If it is desired I will read same.

President: Unless there are objections, I will ask the Secretary to read this Act.

(There being no objection, the Secretary read the full text of the Act.).

Mr. Mulhern: I move that the paper be filed with the records of the Association without being printed in the minutes.

Seconded and carried.

Mr. Jones: I move that the Secretary be instructed to request the Interstate Commerce Commission to furnish enough copies of this paper to furnish one to each member of the Division who desires it.

Seconded and carried.

Mr. Welch asked for the practice of the different roads in handling the Brown system of discipline without suspension. The matter was quite fully discussed by Mr. Jones and others.

There being no further business, the meeting adjourned.

C. E. CARSON,
Vice-President.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.



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1898.

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DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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M. S. CONNORS.....1st Vice-Prest.
C. E. CARSON.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

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M. S. CONNORS. C. E. CARSON. F. L. TOMPKINS.
R. B. TURNER. T. F. WHITTELEY. J. W. RILEY.

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WM. GROGAN.....	"	Toledo "
A. J. ELLIOTT.....	"	Peoria "
F. E. ANDERSON....	"	St. Louis "
.....	"	Kansas City "

CINCINNATI DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, August 9, 1898.**

Meeting called to order at 11:20 a. m., with President Lewis in the chair.

The following lines were represented:

- C. C. & St. L. Ry....	MR. B. F. SIPP.....	Supt.
- H. & D. Ry.....	MR. G. H. WALDO.....	Supt. C. S.
- & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
- & N. R. R.....	MR. PULASKI LEEDS.....	Supt. Mch'y.
“ “	MR. WM. ADAIR.....	D. M. M.

VISITOR: Mr. George Metzger, Gen'l Agent C. C. C. & St. L. Ry.

Reading of Correspondence.

The Secretary read the following communication from the Kansas City Division:

Kansas City, Missouri, August 1, 1898.

Mr. O. G. Fetter,
Secretary Cincinnati Division.

Dear Sir: This Division is looking into the matter of the laws of the different states relative to stealing of brasses and

other parts of cars and locomotives, with a view of recommending more stringent laws in this state.

It has been mentioned that the Ohio law on this subject is very favorable to the railroad companies, and I was instructed at our last meeting to write you requesting a copy of the Ohio statute and information as to success the railroads have had in securing convictions under it.

Will you kindly favor me with this information?

Yours truly,

(Signed) B. H. GARRIGUES,
Secretary.

It was moved and carried "that the communication be referred back to the Kansas City Division with the suggestion that the Secretary obtain the desired information through the local attorney."

The Secretary read the following communications:

Indianapolis, Indiana, July 30, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: Having been a member of the Cincinnati Association almost from its inception to the present time, and the membership having been fraught with so much benefit and pleasure to me, I regret exceedingly the severance of my connection therewith.

Please convey to all the members my sincere thanks for the past cordial relations with them and my best wishes for their future welfare.

Yours truly,

(Signed) G. W. BENDER,
Superintendent.

Indianapolis, Indiana, July 30, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: On the 1st proximo the nature of my service with this company will be changed and Cincinnati no longer

my territory. I therefore resign membership in the Cincinnati Association and bespeak for my successor, Mr. H. F. Houghton, the same privileges and kind treatment I have always received.

Yours truly,

(Signed) G. W. BENDER,
Superintendent.

It was moved and carried "that Mr. G. W. Bender be elected honorary member of this Division, and that the Secretary certify him accordingly."

It was further moved and carried "that Mr. H. F. Houghton be elected a member of the Standing Committee on Car Service of the Cincinnati Car Service Bureau, vice G. W. Bender, resigned."

On motion meeting adjourned at 11:40 a. m.

O. W. LEWIS,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

No meeting.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 2, Union Passenger Station,
August 10, 1898.

Meeting called to order at 1:50 p. m., by President Ferris.

The following lines were represented:

Z. & O. R. Ry.....	MR. J. S. GILLESPIE.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
“	MR. T. R. LIMER.
T. & O. C. Ry.....	MR. H. C. FERRIS.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH.
“	MR. J. C. NELSON.
“	MR. M. RICKERT.
P. C. C. & St. L. Ry.....	MR. RALPH PETERS.
C. A. & C. Ry.....	MR. J. H. SAMPLE.
B. & O. R. R.....	MR. J. M. HOST.

Reading of minutes of previous meeting dispensed with.

Reading of Correspondence.

Minutes of meetings of the Yardmasters' Association, Executive Committee on Joint Car Inspection and Columbus Association of Car Foremen were read and approved.

Following letter was received from the Chairman of the Executive Committee Joint Car Inspection :

Columbus, Ohio, August 4, 1898.

Mr. J. D. Berry,

Secretary, Columbus, Ohio.

Dear Sir: Attached you will please find copy of the minutes of our last meeting, and also the communication Mr. Doyle received from the Secretary of the St. Louis Association, requesting his attendance, as well as the different car foremen. Please advise.

(Signed) T. F. BUTLER.

St. Louis, Missouri, July 28, 1898.

Mr. John Doyle,

Joint Car Inspector, Columbus, Ohio.

Dear Sir: At a meeting of the Joint Car Inspection Association of St. Louis and East St. Louis, held this date, I was instructed to request your Joint Car Inspection Association through you to instruct you to attend a meeting of Joint Car Inspectors of the United States, to be held at the St. Louis Union Station, Room No. 212, Friday, September 16, 1898, at 9 a. m., for the purpose of going over the new M. C. B. Rules, which will be in effect on and after September 1, 1898, and endeavor to come to a uniform interpretation of the interchange part of them, and also to ask you to invite each car foreman in your territory to be present.

Kindly bring this before your Association at your early convenience and advise the Chief Joint Inspector at East St. Louis, Ill., Mr. Chas. Waughop, if you will attend, and how many car foremen will be present. I remain,

Yours, etc.,

(Signed) ED. S. WINEFORD.

Mr. Connors: I move that it is the sense of the Association that the Joint Inspector, together with the foremen in charge of repairs on each road, attend the St. Louis meeting, to be held on September 16.

Seconded by Mr. Limer. Motion carried.

Kansas City, Missouri, August 1, 1898.

Mr. J. D. Berry,
Secretary Columbus Division.

Dear Sir: This Division is comparing the laws of the different states relative to stealing of brasses and other parts of cars and locomotives, with a view to recommending more stringent laws in this state.

It is understood that the Ohio law on this subject is very effective, and I shall be obliged if you will make inquiry of the lines members of your Division as to the effectiveness of the Ohio law in preventing such stealing, and whether you have any difficulty in securing convictions when the law is violated.

I have requested Mr. Fetter to furnish me a copy of the Ohio law and similar information which the Cincinnati Division may be able to give.

Respectfully,

(Signed) B. H. GARRIGUES,
Secretary.

On motion, duly seconded and carried, Secretary was instructed to furnish the information desired by Mr. Garrigues.

Committees appointed to report on the matter of placing car service charges in the hands of the Superintendent of Car Service for collection, handling switched cars and collecting car service on what is termed "package freight" were granted further time to report.

Bill of \$9.95 of the Central Association of Railroad Officers was ordered paid on motion of Mr. Connors, seconded by Mr. English.

On motion of Mr. Connors, seconded by Mr. Host, meeting adjourned at 2:45 p. m.

H. C. FERRIS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, Ohio, August 8, 1898.

Mr. O. G. Fetter.

Dear Sir: No meeting in August account "no quorum."

WM. GROGAN.

PEORIA DIVISION.

No meeting held in August.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

St. Louis, Missouri, August 12, 1898.

Mr. O. G. Fetter,
Sec'y Central Ass'n of Railroad Officers,
Cincinnati, Ohio.

Dear Sir: This is to advise that on account of the lack of
a quorum no meeting was held today.

Yours truly,
F. E. ANDERSON,
Secretary.

A. T. & S. F. Ry.....MR. F. H. RUSSELL.....Trainmaster.
C. & A. R. R.....MR. W. L. STEVENSON..Trainmaster.
C. R. I. & P. Ry.....MR. J. R. BLAIR.....Trainmaster.
H. & St. J. R. R.....MR. E. G. FISH.....Ass't Supt.
" ".....MR. J. W. MULHERN...Trainmaster.
K. C. F. S. & M. R. R..MR. W. H. CHURCHILL..Ass't T. M.
" ".....MR. E. F. EDGECOMB...Agent.
L. M. & St. P. R. R...MR. D. W. RIDER.
M. K. & T. Ry.....(Not represented.)
N. G. W. Ry.....MR. E. S. HITCHINS....Agent.
O. C. O. & S. Ry.....(Not represented.)
O. C. St. J. & C. B. R. R..MR. E. G. FISH.....Ass't Supt.
Mo. Pac. Ry.....MR. C. E. CARSON.....Supt. Ter.
Un. Pac. Ry.....MR. G. N. CURTIS.....Agent.
Wabash R. R.....MR. JAS. LAUGHLINTrainmaster.
K. C. N. W. R. R.....MR. R. P. ISITT.....Agent.
K. C. P. & G. R. R....(Not represented.)
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
Union Depot Co.....(Not represented.)

VISITORS: Mr. S. E. Crance, Gen'l Supt. H. & St. J. R. R.; Mr. C. W. Sanford, Manager Missouri Valley Car Service Ass'n.

President: Unless there are objections the minutes of the last meeting will stand approved as printed.

President: Have we any unfinished business?

Secretary: The brass stealing question is still undisposed of. I have written to the Secretaries of the Cincinnati and Columbus Divisions, as instructed at the last meeting, for information regarding the Ohio law, but have not yet heard from them.

Mr. Stevenson: I noticed in reading the proceedings of the last meeting where Mr. Green made a very valuable suggestion in regard to stamping the initials of the road on brasses, and I would like to ask if any steps have been taken to present this matter before the management of the different roads. The Chicago & Alton is already having the initials placed on brasses.

President: I don't suppose there is a road in Kansas City that has been more troubled with brass stealing than the Missouri Pacific, and it occurred to me at the time Mr. Green made this suggestion that it was a very good one, in fact, I had thought of it a number of times before and wondered that the Master Car Builders had not incorporated that in their agreement—the having the roads' initials placed on the brasses, so that when they are stolen and recovered we could tell who they belonged to. I know that in a number of instances within the last few months special agents have apprehended thieves with brasses in their possession, and on account of the roads not being able to identify the brasses as belonging to them the thieves escaped punishment.

Mr. Stevenson: I would move that the matter be placed before the representatives of the respective roads, with request that they take up with their management the question of having brasses stamped with the initial of the road.

Mr. Crance: I would like to ask how we would be able to establish the identity of a C. & A. brass in a Burlington Route

car. For instance, cars are turned loose and are supposed to be kept in running order by exchange of brasses. If a C. & A. car gets a hot box on our road and we put in one of our brasses and afterwards the brass should be stolen out of the car on the C. & A., how are you going to determine whether the theft was committed on the Burlington or C. & A.?

Mr. Stevenson: In the spirit of the law it would make no difference where the theft was committed, but the law would hold that the offender, no matter where he was, had in his possession some property of the Burlington Company, and we would be very glad to assume the position of informer in the case. It would be very evident that the brass belonged to you from the fact that it had your initials on it, and I am advised by our attorneys that the theory of the law would hold.

Mr. Rider: We recovered a lot of brasses, some marked B. & M. and various other marks that were under Western Meat Refrigerator cars. We could not convict the people because we could not prove the ownership of the brasses.

Mr. Crance: The brass might not belong to the line whose initials were stamped on it. We could not swear to the ownership of a C. B. & Q. brass, because it might have been put under a C. & A. car and our ownership ceases. We have to return the car in good order. If it was a wornout brass, under the new regulations we make a bill against the owners for the brass, but still the brass is a part of the car.

Mr. Stevenson: In the spirit of the law any such arrangement would not affect the original ownership of the brass. The initials stamped on the brass would indicate the ownership.

After some further discussion Mr. Stevenson's motion was amended as follows:

That the Secretary request the representative of each line member of the Association to take up with his management with a view to having the initials of the road placed on brasses as a means of identification.

The motion was seconded by Mr. Hitchins and carried.

President: In regard to the yard transfer matter which came up two meetings ago, as to what improvement could be made in the interchange of transfers at Kansas City, I will say that it was left to me to confer with the Joint Car Inspection Department, with a view of finding out what objection there would be to an engine returning from a yard bringing with it any special cars which that road might have for them, and thereby save an extra movement.

I have had this matter up and I expected the Joint Car Inspector to be here this afternoon to explain his ideas, but he has not shown up yet. I think the matter should be carried over for another meeting.

Mr. Mulhern: Did he advance any objections?

President: I went to his office this morning to see him and he had gone to Coburg. His secretary was to tell him to be here this afternoon, when I intended to talk further with him about it, and it is left in that unfinished state. I think it ought to be left over until the next meeting.

Mr. Mulhern: I move that the matter be carried over.

The motion was seconded and carried.

President: We haven't had any questions for discussion for the last two or three meetings, and as has been suggested a number of times, a paper on some live topic brings out very profitable discussion, and I think if we could have someone prepare a paper for the next meeting it would be beneficial. Mr. Stevenson, would you favor us with a paper for the next meeting?

Mr. Stevenson: I would be very glad if you could suggest something.

President: If you will favor us with a paper we will look for it, if I may speak for the Association.

There being no further business, the meeting adjourned.

C. E. CARSON,
Vice-President.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.



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1898.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

CENTRAL ASSOCIATION.

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M. S. CONNORS.....1st Vice-Prest.
C. E. CARSON.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

EXECUTIVE COMMITTEE.

W. G. BESLER, Chairman.
M. S. CONNORS. C. E. CARSON. F. L. TOMPKINS.
R. B. TURNER. T. F. WHITTELSY. J. W. RILEY.

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H. C. FERRIS.....".....Columbus "
F. J. STOUT.....".....Toledo "
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G. L. SANDS.....".....St. Louis "
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WM. GROGAN.....".....Toledo "
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A. J. ELLIOTT.....".....Peoria "
F. E. ANDERSON.....".....St. Louis "
.....".....Kansas City "

CINCINNATI DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, September 13, 1898.**

The following lines were represented :

B. & O. S-W. Ry.....	MR. JOHN HAIR.....	D. M. M. .
C. C. C. & St. L. Ry....	MR. F. M. LAWLER.....	D. M. M.
“ “	....MR. MASON RICKETS....	D. M. M.
C. H. & D. Ry.....	MR. C. E. VORHIS.....	T. M.
“	.....MR. C. H. CORY.....	Supt. M. P.
“	.....MR. A. J. BALL.....	A. S. M. P.
C. & O. Ry.....	MR. W. T. SMITH.....	A. M. M.
L. & N. R. R.....	MR. WM. ADAIR.....	D. M. M.
P. C. C. & St. L. Ry....	MR. GEO. B. FRAVEL....	R'd F. of E.

In the absence of the President and Vice-President, the Secretary called the meeting to order at 11:05 a. m., and Mr. Cory was chosen Chairman, pro tem.

On motion the reading of the minutes of the previous meeting was dispensed with.

Report of Special Committee on Handling Switched Cars.

It was moved and carried “that the Committee be given further time.”

No further business appearing, meeting adjourned at 11:15 a. m.

C. H. CORY,
Chairman, pro tem.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Indianapolis, Ind., September 17, 1898.

Mr. O. G. Fetter,
• Secretary.

Dear Sir: Lack of quorum prevented holding the regular meeting September 5.

Present: H. F. Bickell, President; A. A. Zion.

In order that members might be prepared to discuss the proposed changes in the local interchange rules, the President requested the Secretary to send a copy of the Committee's report on the subject to each superintendent, with view of disposing of the matter at the October meeting.

Yours truly,

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
September 14, 1898.**

Meeting called to order at 1:45 p. m., by President Ferris.

The following lines were represented:

T. & O. C. Ry.....	MR. H. C. FERRIS.
B. & O. R. R.....	MR. J. H. GLOVER.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH.
“	MR. M. RICKERT.
P. C. C. & St. L. Ry	MR. W. C. LOREE.
C. H. V. & T. Ry	MR. M. S. CONNORS.

VISITOR: Mr. D. F. Crawford, Electrician P. C. C. & St.
L. Ry.

Reading of minutes of previous meeting dispensed with.

Reading of Correspondence.

Minutes of the meetings of the Yardmasters' Association and
Columbus Association of Car Foremen were read and approved

Reports of Committees.

Committees appointed to report on the matter of placing car service charges in the hands of the Superintendent of Car Service for collection and on the matter of handling switched cars were granted further time in which to report.

Columbus, Ohio, September 9, 1898.

Columbus Division,

Central Association of Railroad Officers.

Gentlemen: Your Committee appointed to investigate and report on the matter of charging car service on package freight in carload lots beg to report that the matter has been carefully investigated and given much thought. We find that in the month of May (the first month preceding the appointment of this Committee) there were handled 752 cars of package freight by the various lines in Columbus, on which car service rules should have been applied, but which was not done under the practice in vogue of classing said freight as "house freight," which exempts it from car service rules. Your Committee would recommend that the present practice be changed and this class of freight placed on a plane with other carload freight under car service rules, operating on one of two plans below submitted:

First: Adopting a warehouse rule, sending to storage all package freight in carloads or less than carloads after reasonable time has been given consignee in which to remove freight.

Second: The charging of the usual \$1.00 per day on cars containing package freight in carload lots, it being understood that all lines members of the Association will agree not to unload such freight in their warehouse.

Respectfully submitted,

(Signed) J. D. BERRY,

M. S. CONNORS.

Mr. Rickert: I move that the report be accepted and discussed at the next meeting.

Seconded by Mr. English. Carried.

Secretary reported that the rule of closing freight houses at 5 p. m. on week days and 3 p. m. on Saturdays had been violated in several instances, and that the Local Freight Agents' Association had requested him to bring the matter before the Central Association of Railroad Officers, with a view of bringing about a uniform practice. To this end the following motion was offered:

Mr. Glover: I move that it is the sense of this Association that the resolution passed in January last, on request of the Columbus Board of Trade, must be lived up to the letter by all lines in Columbus, and the Secretary be instructed to report to this Association any violations coming to his notice, after having reported the same to the superintendent of the line guilty of the violation.

Seconded by Mr. English. Carried.

Bill of the Central Association of Railroad Officers against the Columbus Division, amounting to \$24.10, was ordered paid.

On motion of Mr. Connors, seconded by Mr. Glover, meeting adjourned at 3 p. m.

I. C. FERRIS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, Ohio, September 24, 1898.

O. G. Fetter.

There was no meeting of the Central Association of Railroad Officers in month of September.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,
Tuesday, September 13, 1898.

PRESENT:

Roads.

Representatives.

P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen'l Supt.
C. P. & St. L. R. R...	C. MILLIARD.....	Superintendent.
C. R. I. & P. Ry.....	C. L. NICHOLS.....	Superintendent.
L. E. & W. R. R.....	H. A. BOOMER.....	Superintendent.
T. P. & W. Ry.....	E. N. ARMSTRONG	Gen'l Supt.
Vandalia Line.....	B. McKEEN.....	Superintendent.

VISITOR: J. W. Higgins, Supt. Ill. Central.

B. McKeen, on motion, made temporary Chairman.

Chairman: The minutes of our last meeting, held in June, have been printed and will stand approved, unless there is objection.

P. & P. U. "Pony" Wire.

Secretary: The question of the "Pony" Wire was referred back to the Western Union Co., with the statement that no one road cared to assume the bill of \$100.00 per annum and collect same from the other lines, and that the only way to secure such rental would be through each individual road. The matter was afterwards taken up by the Local Agents' Association, and the following resolution adopted:

"Resolved, That it is the sense of the Local Agents' Association that the P. & P. U. "Pony" Wire be retained, the matter to be referred to the Central Association of Railroad Officers with this recommendation."

"Vote was taken by roll-call, the roads voting in favor of the resolution except the Iowa Central, which, for reasons stated in meeting, did not care to go on record."

Mr. Tompkins: In connection with this matter, after these papers were returned to Mr. Adams he came to me to see what could be done. I told him the wire had better be discontinued, and suggested to him that, if he wanted to do so, he might take the matter up with the Local Agents. So far as we, the P. & P. U., are concerned, we are not interested and do not care whether it is in or out; but if the other members want it, we are willing.

Mr. Armstrong: How many roads are there that want to keep it? We do not care anything about it.

Mr. McKeen: The Vandalia do not care anything about it.

Chairman: As the Chair understands the matter, the wire was put up and paid for by all the roads interested years ago, before they had any telephones.

Mr. Armstrong: A man by the name of Paramour put up the wire as a private venture for what there was in it. As I remember, it was Western Union Telegraph material. I think this is the same wire.

Mr. McKeen: We all have telephones now, and while this wire may be a convenience, yet it is not a necessity.

Mr. Tompkins: I understand the roads all use it occasionally for relay messages. The R. I. & P. and the "Q" are the only ones any distance away.

Mr. Boomer: I think that we should keep the wire and not pay anything for it. At Toledo and East St. Louis a similar wire is maintained by the Western Union people without any expense to the lines interested. They do not pay anything for it at all.

Mr. Nichols: The P. & P. U. and tenant lines use it for transfer of messages between themselves and the C. R. I. & P., and between the "Q" and themselves. Frequently messages for points outside of Peoria are relayed over this wire.

Mr. Armstrong: We frequently get messages over this wire, but we have other connection with about all of the lines.

Mr. Boomer: If the Western Union do not see fit to maintain the wire free we could between ourselves put up a line of our own on which the interest would be only about 10 percent of the amount they propose to charge.

Mr. Tompkins: You would first have to get permission from the city, and then put up your poles, and keep a lineman to look after the matter.

Mr. Boomer: The most trouble, I understand, is with the Western Union wires, and this trouble would be avoided if we had a separate line.

Mr. Armstrong: I move the papers be referred back to Mr. Adams, of the Western Union, saying that it is the sense of this Association that, inasmuch as the Western Union Co. have contracts with all these roads, and we are patrons of theirs in various ways, we think that they should leave the wire in service, and maintain it for our and their use without any cost to us, the same as they do with similar wires at various other points.

Seconded by Mr. Boomer and carried.

Withdrawal of the C. & A. Road.

Bloomington, Ill., July 11, 1898.

Mr. A. J. Elliott,

Secretary Central Ass'n of R. R. O.,
Peoria Division, Peoria, Ill.

Dear Sir: I have today authorized bill in favor of the Association for \$8.29.

Please accept this as notice of withdrawal from the Association as soon as can be done under the rules.

Kindly advise.

Yours truly,

(Signed) WILLIS E. GRAY.

Mr. Armstrong: I move that the resignation of the C. & A. as a member of this Association be accepted.

Seconded by Mr. Tompkins and carried.

Subjects for Discussion.

Mr. Nichols: The Committee on Subjects for Discussion propose the subject of Age Limit and Other Qualifications for Train and Yardmen, and also the subject of the Number of Air Cars that can be Handled Successfully in Freight Trains.

Mr. Boomer: I move that the Association request Mr. Riley to prepare a paper for our next meeting on the Qualifications Required of Employees Entering Train and Yard Service, including in its scope the physical qualifications of the man, his age, height and weight.

Seconded by Mr. Tompkins and carried unanimously.

Mr. Nichols: I do not know of anyone better qualified to write a paper on the second subject than Mr. Throop, and I therefore move that Mr. Throop be requested to prepare a paper on the Number of Air-Brake Cars that can be Handled Successfully in Freight Trains, and that the paper be presented at our November meeting.

Seconded by Mr. Milliard. Carried unanimously.

Adjourned at 11:40 a. m.

B. McKEEN,
Chairman, pro tem.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Minutes of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, September 9, 1898.

Meeting called to order at 11:25 a. m., with President Sands
Chair.

The representation was as shown below:

St. L. Ry. Not represented.
St. L. & T. Ry. MR. A. T. PERKINS. Supt. T.
St. L. & N. Ry. MR. W. A. GARRETT. Supt.
Stock Yards. MR. W. G. BESLER.
N. R. R. MR. W. S. MCCHESENEY. Supt. T.
St. L. & S-W. Ry. Not represented.
St. L. & St. L. Ry. Not represented.
St. L. & R. R. Not represented.
St. L. & K. C. Ry. MR. L. T. WESTRICH. Supt.
St. L. C. & St. P., and
St. L. C. P. & St. L.
St. L. R. Co., of Ills. Not represented.
St. L. & St. L. C. R. R. Not represented.
St. L. & N. R. R. Not represented.
St. L. P. & N. Ry. Not represented.
Transfer Co. MR. W. G. BESLER.
St. L. K. C. & C. Ry. Not represented.
St. L. & N-W. R. R. MR. A. T. PERKINS. Supt. T.
St. L. & Q. R. R. MR. W. G. BESLER. Supt.

C. B. & Q. R. R. . . . MR. J. A. CARNEY.
M. & O. R. R. . . . MR. H. W. CLARKE . . . Supt.
T. H. & I. R. R. . . . MR. O. E. RAIDY . . . Trainmaster.
Wiggins Ferry Co. . . MR. G. L. SANDS . . . Manager.
St. L. & S. F. Ry. . . Not represented.
T. R. R. Ass'n of St. L. MR. EDW. DUNLOP . . . Supt.
St. L. M. B. T. Ry. . . MR. EDW. DUNLOP . . . Supt.
" " . . . MR. F. X. ROEDERER . . . J. F. A.
St. L. I. M. & S. Ry. . Not represented.

VISITOR: Mr. W. M. Prall.

President: Unless there are objections, our July minutes as printed will stand approved, there being no quorum at the August meeting.

President: This morning the first subject we have is "Re-arranging and adopting a schedule of prices allowed for transfer of carload business." Mr. Perkins is Chairman of the Committee appointed.

Mr. Perkins: The Committee had two meetings for the purpose of arranging a schedule to propose to the Association, but did not complete their work, and it has been difficult to get all members together on account of other important work; no two members of the Committee living in the same place. Mr. Barnard, one of the members, writes me that he has been so busy with G. A. R. work that he has been unable to help the Committee. We expect, however, to have a meeting after the 17th of this month.

The Committee has had to work on copies of the schedule adopted a long time ago, also copies of schedule in effect on the St. L. K. & N-W. R. R. and M. K. & T. Ry. for transferring freight on a tonnage basis. If a schedule is made, it will be some different than that in use on the above-named roads, for their schedule is made to suit their own roads. The Committee will consider the conditions existing on the various roads, and to further this end we have asked the freight agents to meet with us to discuss some of the points brought up. I think we

will be able to submit to the Association a schedule by the next meeting.

Mr. McChesney: I move that the Committee be given further time to prepare their report.

President: Without there are objections, it is so ordered.

President: The next subject is "Changing of drip-valves on refrigerator cars." As neither of the gentlemen on that Committee are here, without further objection, this Committee will be given more time to report.

President: We have also a Committee on "Interchange of empty cars," of which Mr. Perkins is also Chairman.

Mr. Perkins: This matter has been in the hands of the Joint Car Inspectors' Association for three months. I have had some correspondence with Mr. Reardon, of that Association, and he assured me some definite action would be taken at this month's meeting, which, I believe, is to be held week after next. They have discussed it to some extent at their last two meetings, and my understanding is that the general trend of the Association is decidedly more in favor of the rules adopted by this Association than had been at first.

President: What is the wish of the members regarding this interchange report?

Mr. Garrett: I move that the Committee report at next meeting.

President: It is so ordered.

President: We also have a report on "Car Service at East St. Louis." Mr. Parker is a member, as is also Mr. Adams, of that committee, and as neither of the gentlemen are here, the committee will be continued unless objection is raised.

New Business.

It was, after a full discussion, decided that the paper of Mr. A. T. Perkins on "Use of cars in Local Switching Service," read before the Central Association, be printed in pamphlet form and distributed among the members, with the request that

each member go over the same thoroughly and be prepared to discuss, either in part or as a whole, at the October meeting.

Mr. Besler called attention to an article he had recently seen wherein a description was given of a scheme where, in cases of reballasting a certain section of road, the plan might be adopted of instructing enginemen to dump ashes at stated points; sectionmen to protect against fire, etc., and distribute occasionally.

Upon motion the meeting then adjourned.

G. L. SANDS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., September 14, 1898.

Meeting was called to order at 2:45 p. m. by Vice-President Carson.

The representation was as follows:

A. T. & S. F. Ry.....MR. F. H. RUSSELL.....Trainmaster.
C. & A. R. R.....(Not represented.)
C. R. I. & P. Ry.....MR. J. R. BLAIR.....Trainmaster.
H. & St. J. R. R.....MR. J. W. MULHERN....Trainmaster.
K. C. F. S. & M. R. R..MR. H. S. MITCHELL...Div. Supt.
 " " ..MR. W. H. CHURCHILL..Ass't T. M.
C. M. & St. P. R. R....(Not represented.)
M. K. & T. Ry.....(Not represented.)
C. G. W. Ry.....(Not represented.)
K. C. O. & S. Ry.....(Not represented.)
K. C. St. J. & C. B. R.R..(Not represented.)
Mo. Pac. Ry.....MR. C. E. CARSON.....Supt. Ter.
Un. Pac. Ry.....(Not represented.)
Wabash R. R.....MR. JAS. LAUGHLINTrainmaster.
K. C. N. W. R. R.....MR. C. E. CARSON.
K. C. P. & G. R. R....(Not represented.)
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
Union Depot Co.....(Not represented.)

President: We haven't a quorum, but according to resolution passed some time ago you may bring before the Division any matters that may be hanging over from last meeting. We will be unable to pass upon any measures that may come before the Division, but it can go into the records. What have we under the head of Unfinished Business?

Secretary: We have first the brass stealing question. As instructed at the July meeting, I wrote the Secretaries of the Columbus and Cincinnati Divisions relative to the workings of the Ohio statute on this subject. I have received reply from the Columbus Division as follows:

Columbus, Ohio, August 17, 1898.

Mr. B. H. Garrigues,
Secretary Kansas City Division.

Dear Sir: Replying to your favor of August 1, relative to the Ohio state law for the stealing of brasses and other parts of cars and locomotives, I beg to advise that the Ohio law has been very effective, and that there has been no difficulty in securing convictions when the law has been violated and a case made.

Yours truly,

(Signed) J. D. BERRY,
Secretary.

I requested similar information from Secretary Fetter of the Cincinnati Division, and also a copy of the statute referred to. Mr. Fetter's reply is printed in the August proceedings of the Cincinnati Division. (Reads same.) You will note that the suggestion is made that the information be secured through our local attorney. As this Division has no attorney, I was unable to follow the suggestion, but did endeavor to secure the information through the local attorney of the Missouri Pacific Ry., who advised that he would try and secure it. I expect to have it by the next meeting.

Relative to stamping the initials of the road on brasses, I wrote the representative of each line in the Association, as

President: Is there any correspondence?

Secretary: I have a letter from General Manager Josselyn, of the Kansas City, Osceola & Southern Railway Co., as follows:

Clinton, Missouri, August 29, 1898.

B. H. Garrigues,

Kansas City Div., Central Ass'n R. R. Officers.

Kansas City, Mo.

Dear Sir: This is to advise that on September 1, next, the St. Louis & San Francisco will take charge of this line, in accordance with circular enclosed. This will make it necessary for you to render bills against the St. Louis & San Francisco R. R. in future for any proportion of the expenses of the Association that would otherwise be charged to the K. C. O. & S. Ry. Co.

Yours very truly,

(Signed) B. S. JOSSELYN.

The circular referred to is as follows:

Clinton, Missouri, August 18, 1898.

General Order No. 17.

President Miller's circular of even date advises that this line will be operated as a part of the St. Louis & San Francisco Railway System on and after September 1, 1898. On that date the jurisdiction of all St. Louis & San Francisco officers will be extended over the Kansas City, Osceola & Southern Railway. All employees of this line will be governed accordingly.

All accounts, traffic balances, etc., owed by this company or traffic balances or accounts due this company for business to and including August 31, 1898, will be settled by and with this company through J. H. Frost, Auditor, Kansas City, Missouri, and the undersigned, as heretofore.

All collections made by agents for business received or forwarded by them up to and including said date will be accounted for to the officers of the Kansas City, Osceola & Southern Rail-

- way Company, as heretofore, and remittances made for such business to the First National Bank, Kansas City, Missouri.

B. S. JOSSELYN,
General Manager.

President: I would suggest that this communication be printed in the minutes, but action will of course have to be deferred, as we have not a quorum today.

President: We were to have a paper from Mr. Stevenson today, but he is not present, so I presume it will have to go over until the next meeting.

There being no further business, the meeting adjourned.

C. E. CARSON,
Vice-President.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.



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1898.

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DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

CENTRAL ASSOCIATION.

W. G. BESLER.....President.
M. S. CONNORS.....1st Vice-Prest.
C. E. CARSON.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

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M. S. CONNORS. C. E. CARSON. F. L. TOMPKINS.
R. B. TURNER. T. F. WHITTELSEY. J. W. RILEY.

DIVISIONS.

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H. C. FERRIS.....".....Columbus "
F. J. STOUT.....".....Toledo "
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A. J. ELLIOTT.....".....Peoria "
F. E. ANDERSON....".....St. Louis "
.....".....Kansas City "

CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, October 11, 1898.

Meeting called to order at 11:05 a.m., with President Lewis
in the Chair.

The following lines were represented:

B. & O. S-W. Ry.....	Mr. C. H. HOWARD.....	Supt.
“ “	Mr. C. C. RILEY.....	Supt. Trans.
“ “	Mr. JOHN HAIR.....	D. M. M.
C. C. C. & St. L. Ry....	Mr. H. F. HOUGHTON...	Supt.
“ “	Mr. MASON RICKETS....	D. M. M.
C. H. & D. Ry.....	Mr. A. GALLOWAY.....	Supt.
“	Mr. G. H. WALDO	Supt. C. S.
C. N. O. & T. P. Ry....	*Mr. W. J. MURPHY.....	Supt.
C. & O. Ry.....	Mr. GEO. W. LEWIS	Supt.
L. & N. R. R.....	Mr. BRENT ARNOLD....	Supt.
P. C. C. & St. L. Ry....	Mr. GEO. B. FRAVEL	R'd F. of E.

*Represented by Mr. J. M. Arnold.

Reading of the minutes of the previous meeting was dis-
pensed with.

Report of Special Committee on Switch Cars.

Mr. Galloway submitted the following as a substitute for
Rule No. 3 of the original report, which was submitted at the
April meeting, the balance of the report to stand as submitted:

Rule No. 3. It is hereby expressly understood and agreed that all lines members of this Association shall not permit a car loaded with a transferable commodity, which has been delivered them for switching inside of the switching limits, to be re-consigned or forwarded to a point on any line except the delivering road, unless by permission of said delivering line.

It was moved by Mr. Arnold, seconded by Mr. Houghton, "that the matter be referred back to the Committee, with the request that they take the matter up with the Cincinnati Local Freight Agents' Association, through the Secretary, to have enumerated in the report the commodities that are not transferable, and to report at the next meeting."

Carried.

The following communication was next read:

Central Association of Railroad Officers.

Beardstown, Ill., October 8, 1898.

Mr. Geo. W. Lewis,

President Cincinnati Division.

Dear Sir: In accordance with action taken by the Executive Committee there will be sent to your Division in a few days some pamphlets of the paper entitled "Use of Cars in Switching Service," which was presented at our Annual Meeting.

It must be evident to you that the Central Association of Railroad Officers has "run down at the heel," and that some energetic action is necessary to get new life infused into the Association. Certainly whatever is done must be done by the efforts of those in charge of each local Division in endeavoring to bring up the interest of the work in the local Division; and this must be accomplished in the face of discouraging surroundings, and perhaps open opposition.

Nevertheless there can be no question but that, if energetically taken in hand, success will be assured. We must make a start in some direction, and while, perhaps, we may not have struck just the right lead in this first effort, it must be followed

up by continued effort in the same and other lines, and the Association as a whole raised out of the stagnation into which it has drifted.

There must certainly be a few live and energetic men in your Division on whom you can rely and to whom you should go with this matter, and endeavor to make a start with it. I have encouraging word from a number of members, saying they would do their part. I trust you will see your way clear to get some live work into your Division and endeavor to raise the standard of your proceedings which appear in the monthly issues.

Will you kindly bring this subject before your Division at its meeting this month, advising them that within a few days they will receive the pamphlet above referred to, and appealing to each member to undertake to do his part?

Please write me on the subject and advise what assistance I may expect from you and your local officers in what is now proposed.

Respectfully,

(Signed) W. G. BESLER,
President.

President: In connection with the above, as yet I have not received the pamphlet referred to, but presume I shall within the next few days, until which time the nature of the action to be taken by this Association will not be apparent. However, I would like very much for the members to decide today whether it will be best to lay the matter over until the pamphlet is received or to adopt a resolution giving me authority to appoint a Committee to take necessary action when received.

The criticism by the President seems a just one, and not only applies to this Division, but to all other Divisions as well. This Division deserves credit for having brought about the adoption of a uniform set of rules regarding the loading of long lumber and timber, has done good work in the past and should in the future.

There are many ways in which this Association may make

itself useful and beneficial, and we should do more than simply prepare papers, read and discuss them. Take the City of Cincinnati. As one walks down Fourth Street one can not help but notice a large number of vacant stores; if you go down into the bottoms you will see the same condition. This seems to indicate that the city is taking a backward step. This of course has been brought about by various conditions, such as floods, establishment of department stores, driving out small dealers, etc., all of which, taken together with the lack of daylight switching facilities in a large part of the city, has driven industries outside, and naturally their employees congregate and live as close as possible to the industries, thereby reducing our population, withdrawing tenants from both stores and dwellings, and decreasing the tax duplicate, and it seems to me that if this Association would undertake to further the interests of Cincinnati by having the "Daylight Ordinance" repealed, it would have a tendency to increase the business and prosperity of the city. That ordinance was passed years ago when horses were used more than they are now; when the bulk of business in Cincinnati was transacted below Fourth Street. About the only horses that would now be brought in contact with trains moving on those tracks during the day would be those of teamsters, and anyone who has experience with horses knows how soon they become accustomed to railroad trains and engines. The situation has changed so much in the past few years that it would be to the interest of the city and citizens to have this ordinance repealed. It would facilitate the handling of business, and if switching and trackage charges be reduced it would encourage industries to locate in the lower part of the city.

As far as the floods are concerned, we are all aware they do not come at very frequent intervals, and by taking the first step by having this "Daylight Ordinance" repealed, which might later be followed by elevated tracks, a great deal would be done towards encouraging industries to locate in the neighborhood of the street connection tracks, as is the case along Eggleston Avenue and in the Millcreek Valley. It is a work that will

require great effort, and may perhaps meet with considerable opposition from teamsters and others, but I believe the business men will see the advantages to be gained by its repeal and will aid us in carrying out our purpose, and if we can accomplish something of this kind it will reflect great credit on our Association.

All members present being heartily in accord with the sentiments of the President, it was moved by Mr. Galloway, seconded by Mr. Houghton, "that a Committee of three, of which the President of this Association shall be one, be appointed by the Chair to investigate whether it is practicable to have the 'Day-light Ordinance' of Cincinnati repealed, and to make report at the next meeting of this Association."

Carried.

The President appointed as such Committee Mr. Geo. W. Lewis, Chairman, Mr. Arnold and Mr. Peters.

It was moved by Mr. Arnold, seconded by Mr. Waldo, "that a Committee of three be appointed by the Chair to take up the matter of 'Use of Cars in Switching Service,' and to report at the next meeting."

Carried.

The President advised that this Committee would not be appointed until after the pamphlet referred to by Mr. Besler was received.

Subsequently the President appointed the following Committee: C. H. Howard, F. M. Lawler and G. H. Waldo.

On motion meeting adjourned at 11:45 a. m.

GEO. W. LEWIS,

President.

O. G. FETTER,

Secretary.

INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, Monday, October 3, 1898.**

President Bickell and Vice-President Riley being absent,
Mr. G. W. Bender was elected President pro tem.

The following lines were represented :

P. C. C. & St. L. Ry..	WM. SWANSTON.....	Master Mechanic.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
C. H. & D. Ry.....	*A. GALLOWAY.....	Superintendent.
L. E. & W. Ry.....	M. P. DENNISTON.....	Trainmaster.
“	.....I. W. KURTZ.....	Division M. M.
I. D. & W.	G. H. GRAVES.....	Superintendent.
“	.....J. W. CONNATY.....	Master Mechanic.
C. I. & L.....	A. J. O'REILLY.....	General Agent.
I. U. Ry.....	A. A. ZION.....	Superintendent.

* Represented by A. A. Zion.

The minutes of the last meeting (July) were approved.

Unfinished Business.

Local Interchange Rules, Revision of

In connection with this subject the Secretary read the following report of the Standing Committee:

Indianapolis, Indiana, August 30, 1898.

Mr. George B. Staats,

Secretary Central Ass'n R. R. Officers.

Dear Sir: In accordance with your letter of July 6, herewith returned, I forwarded to each member a copy of the Rules recommended by the Car Foremen's Association. I inclose a copy of my letter to the Committee, with a copy of the Rules as forwarded to them.

I have received favorable replies for the adoption of these Rules from Messrs. Graves, Mansfield, Raidy, Kurtz and Zion, herewith inclosed, and I also approve the Rules as a member of the Committee, but Mr. Lawler has some objections and desires to go on record as making a minority report. His letter of August 10 is what he desires to present. I wrote him and asked a reconsideration of this letter, but his letter of August 27, also attached, confirms his desire that this minority report be made to the Association.

I inclose you several copies of the Rules as they were sent out, which may be used at the next meeting by the members present in discussing the subject.

Very truly,

(Signed) W. SWANSTON,

Chairman Standing Committee.

RULES—PROPOSED REVISION.

1st. Cars bearing defects for which owners are not considered responsible when received from connecting roads, either loaded or empty, should be held on tracks of receiving road and delivering road called on for defect card.

2d. Pending receipt of defect card or repairs to car by delivering road, car will be held eight hours on track of receiving road. In cases where night car inspectors are not authorized to issue defect cards, cars received between 5 p. m. and 6 a. m. will be held for defect card by receiving road until 10 a. m. following.

3d. Inspectors of receiving roads will report all cases of defective cars to their foremen, who in turn will take up the case immediately with foreman of inspectors of delivering road.

4th. In event of delivering road having no record of defect for which car owner is not responsible, and for which a card has been asked by receiving road, it shall be the duty of the foreman of inspectors of delivering road to go immediately to yards of receiving road and inspect the car, giving a joint evidence card to receiving road, testifying that the defect existed when car was delivered; the controversy then, if any, would be entirely between delivering and intermediate road.

5th. When delivering road is called on for defect card for car loaded with perishable freight or live stock, card must be sent by special messenger.

6th. All defects on cars must be stated by receiving road when card is originally asked for. Receiving road must not ask for card from delivering road for defects discovered subsequent to first application for card.

7th. All messages relating to defect cards are to be in writing, whether transmitted by telegraph, phone or otherwise. The time as well as date must be written on all messages, showing when sent and when received. When messages are sent by phone, the sending and receiving operators will note their names or initials on the message, same as when sent by telegraph. Record must be kept of date and time cards when forwarded, and also of date and time when they are received. When card is asked for from delivering road, the foreman of inspectors will answer whether or not card will be given and when he will notify receiving road when it will be forwarded.

8th. Provided the foremen of inspectors of roads interchanging cars disagree as to responsibility for defects, the receiving road will accept car and card for defects, allowing car to go to destination without delay, and the foremen of inspectors of both roads will forward to their immediate superior officer, or superintendent, a statement of the case, with their own records of the condition of the car, which statement shall

be submitted to the Standing Committee, through the Secretary of this Association, the report of the Standing Committee, with their decision, to be submitted to the Association for approval. Appeal from the decision of Central Association will be made to Arbitration Board of M. C. B. Association.

9th. Cars must be rigidly inspected by delivering roads, and defects found other than owners' defects must be carded for or repaired previous to forwarding. It is to be understood that no card will be asked or given for a defect for which car owner is responsible, as per M. C. B. Rules.

10th. In case of loaded cars for local delivery on private sidings having defects for which either owners or delivering road is responsible, arrangements may be made through yardmasters of delivering and receiving roads to have cars taken to points of unloading and returned when empty. Car inspectors of both delivering and receiving roads will keep record of defects, and any additional defects not the result of handling, with defects already named, will be chargeable to receiving road. If, however, the receiving road sends the car out on their road beyond the yard limits of their service, it will be assumed that they have accepted the car, and will be held responsible for its condition when so accepted.

These rules shall in no particular be construed to conflict with the rules of the M. C. B. Association governing the interchange of cars.

Car inspectors of respective roads will carefully note the foregoing and strictly comply therewith.

Foremen of Car Inspectors will post a copy of these rules in their office and supply rooms.

Brightwood, Indiana, August 10, 1898.

Mr. Wm. Swanston,

Master Mechanic P. C. C. & St. L. Ry.,

Chairman Standing Committee, Indianapolis.

Dear Sir: Replying to yours of the 19th ult., enclosing a copy of the report of the Car Foremen and Inspectors' Associa-

tion on the proposed revision of rules for the guidance of foremen and inspectors at Indianapolis. I have read over this report and can not say that I agree in all the articles as they are practically what he had before. I call your special attention to Article 8 of these rules. As from the reading of this article it practically gives the Standing Committee of the Central Association at Indianapolis no authority whatever to settle a case between roads, and I can not, therefore, endorse this article. According to this article the report of the Standing Committee has to be submitted to the Association for final decision. In my opinion the decision of the Standing Committee on a case between roads should be final. Of course, if roads are not satisfied with the decision of the Standing Committee, appeals can be taken to the Association and then to the Arbitration Committee; but on cases coming up from time to time I think the decision of the Standing Committee should be final.

Please advise further if I am not correct in my interpretation of this article.

Yours truly,

(Signed) F. M. LAWLER,
Master Mechanic.

Brightwood, Indiana, August 27, 1898.

Mr. Wm. Swanston,

Master Mechanic P. C. C. & St. L. Ry.,

Chairman Standing Committee, Indianapolis, Ind.

Dear Sir: Referring to yours of August 23, in regard to Rules of Interchange as recommended by Car Foremen's Association. The way these rules are gotten up I can not consent to sign same. I wish you would use my letter No. 64, of August 10, as a minority report to the Association on this matter.

Yours truly,

(Signed) F. M. LAWLER,
Master Mechanic.

By motion Mr. Zion offered the following amendment to Rule 8, commencing at the eighth line, after the word Association, and striking out the remaining portion of the rule:

"The report of the Standing Committee shall be final, except that either of the parties interested may appeal from the decision of the Standing Committee to the Indianapolis Division of the Central Association. The action of the Standing Committee on all cases submitted to them, with a brief and their decision, shall be submitted to this Association, to be printed in the proceedings for future reference. Appeal from the decision of the Indianapolis Division of the Central Association may be made to the Arbitration Board of Master Car Builders' Association."

Motion seconded by Mr. Denniston.

A spirited discussion followed as to the propriety of delegating to the Standing Committee the power to make a final decision, Mr. Swanston strongly opposing such action, taking the position that the Standing Committee is simply a creation of the Association, and acts as a servant in carrying out the work assigned to it, and that all work performed or decisions rendered by the Committee should be approved by the Association. A majority of members present were in favor of delegating such power to the Committee on the grounds that, having greater responsibility, greater care would be exercised in making investigations, knowing that the decision would be final and that its findings or decisions would be accepted or apply to all similar cases arising. On putting the motion to vote, the result stood five for the adoption of the amendment and two opposing.

On motion the rules as an entirety, including the amendment, were adopted, and the Secretary instructed to have the usual supply printed on cardboard, together with slips ready for pasting in the M. C. B. book, and distributed to lines interested.

The following gentlemen were elected members of the Indianapolis Division:

B. W. Taylor, Supt. Louisville Division P. C. C. & St. L.
T. S. Bunn, Trainmaster P. & E. R. R.

Meeting adjourned at 3 p. m.

H. F. BICKELL,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
October 12, 1898.

Meeting called to order at 1:30 p. m., by President Ferris.

The following lines were represented:

C. C. C. & St. L. Ry	MR. T. J. ENGLISH.
“	MR. J. C. NELSON.
P. C. C. & St. L. Ry	MR. A. E. WATERS.
C. H. V. & T. Ry	MR. M. S. CONNORS.
B. & O. R. R.	MR. J. H. GLOVER.
“	MR. J. M. HOST.
C. S. & H. Ry.	MR. G. H. KIMBALL.
T. & O. C. Ry.	MR. H. C. FERRIS.
“	MR. J. E. GOULD.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

On the report of the Committee appointed to report on the matter of charging car service on what is termed “package freight” (embodied in the minutes of the September meeting) the following motion was offered by Mr. Glover:

“I move that this Association recommend the adoption of the first proposition by all of the roads running into Columbus, and that a vote be taken by letter ballot.”

Seconded by Mr. Connors. Carried.

Reading of Correspondence.

Minutes of meetings of the Yardmasters' Association were read and accepted. Complaint was made by a yardmaster that some lines failed to leave links and pins with cars equipped with Janny couplers.

On motion of Mr. English, seconded by Mr. Kimball, Secretary was instructed to advise the Yardmasters' Association that it is not necessary to furnish links and pins with M. C. B. type of automatic drawbars.

Charleston, West Virginia, Sept. 21, 1898.
Secretary and Members Columbus Division,
Central Association of Railroad Officers,
Columbus, Ohio.

Gentlemen: As I will on October 1 sever my connection with the Ohio Central Lines, I will no longer be eligible to membership in your Association. I therefore hand to you my resignation.

In taking this action I wish to thank your Association and all of its members for the honor conferred upon me when I was admitted to your fold, and I sincerely wish your Association, as well as each individual member, a bright and happy future.

Yours truly,

(Signed) J. W. DAWSON.

Mr. Connors: I move that the resignation of Mr. Dawson be accepted, and that he be made an honorary member.

Seconded by Mr. Glover. Carried.

Reports of Committees.

Mr. English: The Committee appointed to investigate and report on the matter of placing car service charges in the hands of the Superintendent for collection is very much in favor of

the original resolution, to have the work done by the Superintendent of Car Service, and, while we have gone into the matter of expense, we are not clear on it and have no report to make on that. In summing the matter up as a whole, we find that the cost now is \$220 per month. Mr. Berry advises that he can do the work for \$185 per month, and recommends its adoption. I would like to hear from Mr. Connors on the matter of expenses.

Mr. Connors: In the matter of collection of car service charges by the Superintendent, or through his office, there is no question in my mind but what that is the proper channel through which all charges should be collected. The odium in applying car service rules generally falls on the agent or his collector, and the animus, where any is shown, whether it be justified or not, is directed at the company whose representative calls for the dollar that is due. Separating that from the agent's duties and putting the service in the hands of the Superintendent, who is the umpire, as it were, for all of the lines, that odium would be done away with. The consignee would have no hard feeling toward the railroads; he could not, because the matter is divorced from the railroad companies and placed in the hands of the Superintendent of the Car Service Association. As I understand it, the question of expense is not clearly defined, whether the figures just given would represent the total saving or not. I believe that this would be the better way to arrive at the information that we would like to have: to have the agents, in their Association, of which our Superintendent is Secretary, indicate what saving could be made in their payrolls by reason of the change, and the Superintendent show, in a conclusive manner, what expense he would be put to provided the agents submitted to him their expense bills for collection. I can not quite understand, from what I have heard, wherein the Superintendent would be put to the expense of three additional clerks to make collections of car service charges.

Mr. Berry: It is not the collection that is going to make

the work, but we are to make all records. Now the agents make the records, take the yards and furnish us the records. If the collections are turned over to the Association, the Association certainly ought to make the records. Now, we propose to take that work all off, as far as car service records are concerned; the agents will have nothing to do with it. The Association will take the records of the cars twice a day, make the bills and collect the charges, and it can not be done for less than \$185.

Mr. Connors: I move that the Committee be given further time to report.

Seconded by Mr. Kimball. Carried.

President appointed Mr. Bonebrake a member of this Committee in place of Mr. Peck.

Committee on "Handling Switched Cars" was granted further time to make their report. Bill of the Central Association, amounting to \$5.81, was ordered paid on motion of Mr. Connors, seconded by Mr. Glover.

On motion meeting adjourned at 3:15 p. m.

H. C. FERRIS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, October 10, 1898.**

Meeting called to order at 2:00 p. m.

The President being absent, the meeting was called to order by the Secretary, and on motion Mr. A. H. Smith was elected President pro tem.

The following lines were represented :

Ann Arbor R. R.	MR. M. D. FOLEY	Trainmaster.
C. H. & D. Ry.	MR. S. B. FLOETER	Supt.
C. H. V. & T. Ry.	MR. M. S. CONNORS	Supt.
“ “	MR. W. E. COSTELLO	Trainmaster.
D. T. & M. R. R.	MR. H. S. REARDEN	Supt.
F. & P. M. R. R.	MR. T. J. HATSWELL	M. M.
I. S. & M. S. Ry.	MR. A. H. SMITH	Supt.
“ “	MR. T. J. CHARLESW' TH	Gen'l Agent.
T. & O. C. Ry.	MR. T. F. WHITTELSEY	Gen'l Supt.
T. St. L. & K. C. R. R.	MR. J. W. SHERWOOD	Gen'l Supt.
Wabash R. R.	MR. E. A. GOULD	Supt.
W. & L. E. Ry.	*MR. F. J. STOUT	Supt.
M. C. R. R.	MR. D. S. SUTHERLAND	Supt.

*Represented by Mr. W. P. Schaufele.

VISITOR: Mr. J. B. Flanders.

**Printing of Rules of Central Association of Railroad Officers, Toledo
Car Service Association and Toledo Interchange Car
Inspection Agreement Under One Cover.**

The Secretary reported that he had secured a bid to print one hundred copies of the rules of the three Associations under one cover for \$63.00, and explained that probably one half of that amount had now been incurred in the putting in galley form of the Rules of the Central Association of Railroad Officers.

On motion of Mr. Sutherland, seconded by Mr. Gould, it was decided to have the rules put in book form under one cover.

The Secretary was directed to send to each member a copy of the rules in galley form, with a view to securing suggestions as to any changes before print was ordered.

Delay to Cars Containing So-Called Package Freight.

The Secretary stated that the number of such cars reported during July was 575, showing an average delay greatly in excess of cars containing bulk freight and on which car service rules apply.

The Secretary was directed to continue keeping a record of all such cars handled and the delay to each car, and to report at each meeting the results for the previous month.

Receiving Freight at Houses after the Closing Hour, 5:30 p. m.

The Secretary reported the result of a check on freight houses for a period of sixty days, which showed twenty-three cases where delivery was accepted after 5:30 p. m., a majority of the cases being between 5:32 and 5:35 p. m.

Mr. Whittelsey: I move that the Secretary be instructed to notify each railway company member of this Association

who has violated this rule that they have violated it, stating the circumstances, and say for the Association that we shall expect that the rule will be enforced in future.

Seconded by Mr. Connors and carried.

Uniform Switching Card.

The Secretary submitted sample of uniform switching card adopted by the local freight agents, together with instructions governing its use.

Mr. Whittelsey: I move that the matter be referred to a Committee to report at the next meeting, and that the Secretary send to each member a copy of switching card and instructions so that all may come prepared to discuss the matter.

Mr. Connors: Do I understand that it is for the purpose of approving the action of the local freight agents?

Mr. Whittelsey: Yes, sir.

The motion was seconded by Mr. Connors and carried.

The Chair appointed as the Committee Messrs. Whittelsey, Floeter and Connors.

Prompt Vouchering of Bills.

Toledo Division, Central Association of Railroad Officers,
Toledo, Ohio.

Gentlemen: When agreement for Interchange Car Inspection at Toledo was changed from Chief Joint Inspector and adopted by the Toledo Division of Central Association of Railroad Officers, there was no provision made in the agreement for the payment of salaries of Chief Joint Inspector and assistant. This matter was taken up by the Standing Committee and suggested that it be handled through the Secretary's office by making bills each month against all roads members of the Association for their proportion of the expense. This has proven to be a very unsatisfactory course, and it is necessary that there be some action taken changing the manner in which

the Chief Joint Inspector and his assistant shall receive their monthly salaries, and it seems to me that there should be a new section added to Article II, more clearly defining the manner in which salaries shall be paid. Section 4 of Article II simply empowers the Standing Committee to look after the expenses and be kept by the Secretary of this Association, who shall make the necessary monthly assessments and pay the salaries and bills as they arise. This is all right as far as it goes, but it makes no provision as to the manner in which these assessments shall be raised, and I would recommend that a new section be added to Article II of the agreement for Interchange Car Inspection, effective March 1, 1898, as follows:

"That the car service departments of each company members of this Association carry on their monthly payrolls their proportion of the amounts of salaries for the Chief Interchange Inspector and his assistant. The amounts due to be returned by the Secretary of this Association not later than the twenty-fifth of each month."

By adopting a section of this kind it will then insure the Chief Interchange Inspector and his assistant a regular day of receiving their salaries that they may be able to make calculations as to their expenses.

T. J. HATSWELL,
Chairman Standing Committee.

Mr. Hatswell explained that, commencing with September, he had arranged to carry the Chief Inspector and his assistant on the payrolls for the F. & P. M.'s proportion of their salary, and would arrange to have certificate or check for amounts due forwarded to the Secretary by the 10th of the following month, also that he had directed the Secretary to keep separate the cash and material, so the one could be included in the other taken care of by voucher.

The members expressed a willingness to carry the Chief Inspector and his assistant on their payrolls.

While on the question of changes, I have called attention to the meeting, which has been recom-

mended by the Standing Committee on Interchange Car Inspection. Section No. 2 of Article VIII now reads:

“The Chief Interchange Inspector will not give an order for transfer in such cases without receiving written notice from the foreman of car repairs of the road which received the car that he can not make the repairs inside of twenty-four hours, shortage of material by any company not to be considered a reasonable excuse.”

The last clause has been taken advantage of by some roads, and the Committee recommend it be stricken out.

Mr. Whittelsey: I move that the two amendments offered to Articles of Interchange Car Inspection Agreement be submitted as provided for by Section 12.

Seconded and carried.

Mr. Whittelsey: There is one point in regard to prompt payment of payrolls and vouchers that should be settled. Remittances should be made to the Secretary of this Association by a fixed day in the succeeding month, so that the inspectors may not be required to meet the pay car of each road, and would therefore offer the following:

“Moved, That the 21st of the succeeding month be the limit that certificates be in the hands of the Secretary to pay the joint inspectors.”

Seconded and carried.

Responsibility for Switching Empty Cars.

Wm. Grogan,
Secretary.

Dear Sir: I herewith attach you correspondence between the Wheeling & Lake Erie people and this company, relative to switching charges on twelve empty C. H. & D. cars delivered to the D. T. & M. via the Wheeling Belt.

These cars were returned loaded by the Pennsylvania Co. and Ann Arbor Belt, and we claim that the D. T. & M. should

pay for the empty movement, as we had been delivering empties to them via this route and we had not been notified by the D. T. & M. of their desire to use the Pennsylvania and Ann Arbor Belt exclusively.

My letter of July 11, next attached, gives our position in the case.

As Mr. Stout has agreed to allow this matter to be settled by a specially appointed Committee at the Superintendents' Association, I would like to bring it up at our next meeting.

(Signed) S. B. FLOETER,
Superintendent.

Mr. Connors: I move that the Chair appoint a Committee of three to arbitrate the matter of responsibility for switching charges.

Seconded and carried.

The Chair appointed Messrs. Connors, Sutherland and Sherwood.

On motion adjourned.

Car Service.

Mr. A. H. Smith, Chairman.

On motion a period of free time equal to that granted at other points was authorized to be allowed to rolling mills and furnaces unloading on their own rails.

The matter of eastern and southern roads refusing to refund car service charges collected on their rails, that accrued through delay caused by connections leaving off the transfer billing, the original car number or notation as to whom to notify, an referring claimant to road making the error was brought up by Mr. Sutherland, who stated he could not see why this same rule should not be enforced in the Toledo Association.

The Secretary read a communication from the Secretary of the National Association of Car Service Managers requesting all managers to urge the adoption of such a ruling.

After an informal discussion, the subject was on motion laid over until November meeting, and the Secretary instructed to mention it as a subject to come before the next meeting.

On motion adjourned, to meet November 14, 1898, at 2:00 p. m.

A. H. SMITH,
President pro tem.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, October 11, 1898.

In the absence of the President and Vice-President, the Secretary called the meeting to order at 11:10 a. m., and Mr. B. McKeen was chosen temporary Chairman.

PRESENT:

<i>Roads.</i>	<i>Representatives.</i>
P. & P. U. Ry.....	F. L. TOMPKINS.....Gen'l Supt.
“	W. E. BELL.....Ass't Supt.
C. P. & St. L. R. R....	C. MILLIARD.....Superintendent.
C. B. & Q. R. R.....	W. B. THROOP.....Superintendent.
C. R. I. & P. Ry.....	C. L. NICHOLS.....Superintendent.
Vandalia Line.....	B. McKEEN.....Superintendent.

VISITOR: J. W. Higgins, Supt. Illinois Central.

On motion the reading of the minutes of the September meeting was dispensed with.

Preparation of Papers.

The Secretary reported having notified Mr. Riley and Mr. Throop of the papers expected from them for the October and November meetings, respectively, and that Mr. Throop had

agreed to have his paper ready for the November meeting, but that no reply had been received from Mr. Riley.

No further business appearing, the meeting adjourned at 11:20 a. m.

B. MCKREN,
Chairman pro tem.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, October 14, 1898.

Meeting called to order at 11:20 a. m., with Vice-President Perkins in the Chair.

The representation was as follows:

Mo. Pac. Ry.....Not represented.
M. K. & T. Ry.MR. A. T. PERKINS.....Supt. T.
Wabash R. R.MR. J. A. HEETHER.....Trainmaster.
Nat'l Stock Yards....MR. J. A. GLOVER.....Chief Dis.
L. & N. R. R.Not represented.
B. & O. S-W. Ry.....Not represented.
C. C. C. & St. L. Ry. .MR. W. G. BAYLEY.....Supt.
C. & A. R. R.Not represented.
T. St. L. & K. C. Ry ..Not represented.
St. L. C. & St. P., and
 C. P. & St. L. R. R. Not represented.
L. E. & St. L. C. R. R. Not represented.
Ills. Cent. R. R.MR. C. F. PARKER.....Gen'l Agt.
 " MR. J. M. DALY.....Supt. Trans.
St. L. P. & N. Ry ...Not represented.
St. L. Transfer Co...MR. J. A. GLOVER.....Chief Dis.
St. L. K. C. & C. Ry ..MR. F. X. ROEDERER, ...Agent.
St. L. K. & N-W. R. R. MR. A. T. PERKINS.....Supt. T.

C. B. & O. R. R. . . . Mr. J. A. GLOVER . . . Chief Dis.
M. & O. R. R. . . . Mr. H. W. CLARKE . . . Supt.
T. H. & I. R. R. . . . Not represented.
Wiggins Ferry Co. . . Mr. J. J. BAULCH . . . G. F. A.
St. L. & S. F. Ry. . . Not represented.
T. R. R. Ass'n . . . Mr. F. X. ROEDERER . . Joint Agent.
St. L. M. B. T. Ry. . . Mr. F. X. ROEDERER . . Joint Agent.
St. L. I. M. & S. Ry. . Not represented.

VISITOR: Mr. W. M. Prall.

Vice-President: Minutes of the previous meeting having been printed and distributed, unless there is objection they will stand approved.

Reports of Committees.

Vice-President: The first to be heard from is the Committee on revising schedule of rates for transferring carload freight. This matter having been brought up by Mr. H. C. Barnard, of the B. & O. S-W., and as he is absent, I think it should go over until next meeting. The Committee has had quite a number of meetings, but has not agreed upon a schedule. The situation now is that some of the Committee would like to have the transfer based upon tonnage as well as on carload basis. I do not know that there can be much done today with the matter in this shape.

Mr. Bayley: I move the Chairman of that Committee address a letter to each member, asking as to what kind of a schedule they would want.

Vice-President: The Committee has informally asked quite a number of the roads in regard to it, and there is such a difference of opinion that it was thought best to have the Association take action on it. The original Committee was in favor at its first meeting of a schedule on a tonnage basis.

Mr. Clarke: I think the Committee should get both tonnage and per car basis. I second Mr. Bayley's motion.

Vice-President: It is moved and seconded that a letter be

addressed to the various lines, explaining the situation outlined by the Committee, and requesting figures on both tonnage and per car basis.

Carried.

Vice-President: The next report is from Committee on report of "Changing Drip-Valves on Refrigerator Cars," in order that less damage may be done trucks, etc.

Mr. Bayley: As I am the only member of that Committee present, and as the Chairman has not addressed anything to me on the subject, I shall have to ask that the Committee be granted further time.

Mr. Clarke: I move more time be granted.

Vice-President: Are there any objections to giving the committee more time? If not, they will be granted further time.

Vice-President: The next Committee is on "Interchange of Empty Cars." The matter of inspection of cars still being in the hands of the Joint Car Inspection Association, we can do nothing on the matter today. They adjourned at their last meeting account no quorum being present, and it was understood their report should first be received. The matter will be allowed to lay over until they make report.

Mr. Clarke: I would like to ask what the trouble is?

Vice-President: We are waiting for a report from Joint Car Inspection Association, in regard to the three amendments regarding inspection of cars before delivery. The last reports we had showed that most of the members were in favor of the amendments proposed, but at their meeting before last they referred the matter to their next meeting for a final vote, and that meeting was not held, as stated before.

Mr. Clarke: What is the matter with the inspection now?

Vice-President: Since the matter came up, although no agreement was had, the rules proposed have been used very largely, and I understand both the Bridge and Ferry Companies have had much less trouble than they used to, and other members have told me the same.

Mr. Baulch: Our experience is that everyone is looking more closely after that detail, and there is very much less trouble than before.

Vice-President: What is your experience? Is it not the same?

Mr. Roederer: Yes, sir.

Vice-President: Are there any further remarks to be made? If not, the Committee on Car Service at East St. Louis will be heard from.

Mr. Parker: I think all members are familiar with the requirements and our inability to obtain the cooperation of the C. & A. and Vandalia Lines, and that this fact prevents the other roads from joining. I have talked the matter over with Mr. Prall, and he thinks it would be a good idea to bring some pressure on the prominent shippers, and he voluntarily offered to take the matter up in that direction, and I would hence ask further time for the Committee.

Mr. Prall: There are a half dozen such shippers that I know of willing to sign anything we might write, looking to such a proposition.

Mr. Parker: Everybody will go in except the C. & A. and Vandalia, if others will go in. We have been unable to get the Vandalia in, and have even gone to the Receiver of that road. Our Second Vice-President took the matter up with him without favorable results. Inasmuch as the Committee is unable to do anything, would it not be a good idea for each line to take up with their superior officer, with a view of having him take up with Mr. Malott, of the Vandalia Line, and try and convince him of the benefits to be derived. I know that all Eastside lines could cite sufficient argument of a convincing nature. I make this as a motion.

Mr. Clarke: Seconded.

Vice-President: It is moved and seconded that, as the Committee of this Association on "Car Service at East St. Louis" is unable to make any further progress on the matter on account of the Vandalia Line being unwilling to join us, that the super-

intendents of the various Eastside lines request their executive officials to take the matter up with Receiver Malott, and see if some pressure can not be brought to bear to induce the Vandalia Line to join. Any further remarks?

Mr. Parker: I take it that all members of this Association understand the C. & A. will observe the rules of the Association.

Vice-President: I think that is well known.

Mr. Parker: When the matter was up before we had written assurance from Mr. Chappell to that effect.

Vice-President: If no further objection, the motion will carry.

Carried.

Vice-President: The Secretary will read a communication sent to President Sands.

Secretary Anderson reads:

RAILWAY WORLD.

Philadelphia, August 31, 1898.

Geo. L. Sands, Esq.,

President St. Louis Div., C. A. R. R. O.

Dear Sir: We have been running in serial form for some time articles by H. T. Newcomb, entitled "Railway Economics," and they have created most favorable comment among railroad men generally. Some of the larger eastern roads are arranging to make a distribution of these articles in book form about the middle of October among the members of the state legislatures.

The work is so important that I feel it should be placed in the hands of every state law-maker, and the only way to have the matter systemized is to bring it to your attention, so that, if possible, a concerted movement may be made to carry out this plan. Will you use your good offices to further the distribution in the territory over which you have jurisdiction?

As stated above, the book will be ready for distribution to the members of the legislatures early in October, the general

distribution following later. It will be neatly bound in cloth and contain about 180 pages; price, \$1.00 per copy. Trusting that you may be interested to the extent of your territory, I am

Yours respectfully,

(Signed) F. D. BRIGHT,
President.

St. Louis, September 28, 1898.

Mr. F. D. Bright,
President Railway World,
Philadelphia, Pa.

Dear Sir: Your favor of August 31, addressed to me as President St. Louis Division, Central Association of Railroad Officers, has been passed to our Secretary for presentation to our members at our next meeting, October 14.

Yours respectfully,

GEO. L. SANDS,
Manager.

Copy to Mr. F. E. Anderson, Secretary,
For his information and guidance.

(Signed) GEO. L. SANDS.

Vice-President: Is there any action to be taken?

Mr. Parker: I would suggest that the matter is not for the St. Louis Association to take up. It more properly belongs to the executive officers.

Mr. Bayley: I agree with Mr. Parker.

Vice-President: Unless there are further propositions in regard to this, the Secretary will answer that the letter was read at this meeting and left for those so disposed to take up with their chief executive officers.

Vice-President: There is no other new business, and the one thing left is the paper on "Use of Cars in Local Switching Service," which was ordered printed at the last meeting. The

paper is on a subject that was up long ago, and the discussion was docketed at President Sands' suggestion.

Mr. Roederer: I do not think this a good time to discuss the paper, owing to the absence of two of the largest Westside roads, the Missouri Pacific and Iron Mountain. I think we can safely pass the discussion to next meeting.

Mr. Baulch: I believe it was Mr. Sands' idea and urgent desire that this Association should take the matter up and pass upon it favorably, and make some recommendation to the American Railway Association in regard to the settlement of this kind of misuse of cars on terminals, etc., and he gave me very largely his views on the subject, and I have incorporated them in a paper, which I will ask the Secretary to read.

Secretary reads:

Use of Cars in Local Switching Service.

Divested of sentiment or policy, viewed from a traffic standpoint on a strictly switching line, several arguments, pro and con, present themselves.

In the first place, let us look into the proposition. It is true that the charge assessed for switching is supposed to and should cover every expense to the strictly switching line, but our experience teaches us that it does not always do so. There is not nearly so much of this local switching done by these lines in St. Louis as the casual observer might think, and when such service is rendered on the switching lines the cars used are empties in a home direction or cars being held for load.

Now, as to the car rental, shall owner of the car receive it, and on what basis? Shall it be paid direct to owner or through intermediate line? Of course these are mere details, and it has been a matter of surprise to me that some bright mind among the many brilliant car accountants has not evolved a scheme putting aside the cumbrous mileage system, with its many opportunities for loss by omission, etc., and substituting in the place a per diem charge of, say $12\frac{1}{2}$ cents per car per

day, in which all, including independent switching, transfer, ferry lines would necessarily have to participate, and, I believe, would willingly do so, if the same treatment of cars as to time was accorded equipment on strictly switching lines' terminals that is accorded to the same equipment on a railroad terminal, *i. e.*, take, for instance, an Atchison, Topeka & Santa Fe car; a fair average should be established as to the time A. T. & S. F. cars are handled at Kansas City or Chicago, in and out. Or, take the Missouri Pacific System; the average time per car in and out of their St. Louis Terminals. Both Missouri Pacific and I. M. & S. should be computed, or the Burlington, Milwaukee & St. Paul, or Chicago Northwestern, or any other trunk line in Chicago, or all of them. A computation of detention of home cars on home terminals in all service should be made and a fair average struck, which shall be the free time of foreign cars on switching terminals, it being distinctly understood that all such computations should be made where car service rules are in force, or be made under the rules of Car Service Associations, for we believe in car service at all times and in all places.

Again, speaking from the standpoint of an independent St. Louis switching line, I can point out some of the effects of a per diem charge on business handled by the Wiggins Ferry Co., St. Louis Transfer Ry. or the E. St. Louis Connecting Ry. The adoption of per diem would put a heavy extra expense either upon the railroad, the switching line or upon the traffic, but, as far as we are concerned, this would fall only upon such business as would be handled in the yards of this company, or at industries located thereon, and (especially in the latter case) would, in all probability, be absorbed by the railroad, as the switching in many instances now is. And right here it might be well to remember that a vast number of cars charged to the independent switching lines are in reality switched directly to one of the connecting railroad companies, without detention, and delivered or loaded on the railroad terminal instead of on

the switching terminal. Fully 50 percent of the coal used in and around St. Louis is handled in the above manner.

A per diem system would help to correct very many evils, not the least of which is the rushing of empty equipment from one railroad to another via the switching lines for business in excess of the real traffic demands, or which does not materialize, which equipment is switched back again on switching line, without producing any revenue for the switching line. For example, one of the northern railroads has a representative at a point on some southern road, who finds a goodly sized shipment of, say fifty carloads, asks for equipment or it is ordered through southern road, and it is handled empty southbound, via the switching line (the north and south lines having no direct connection). The shipment in the meantime does not materialize, or goes via some other gateway, and the empty cars, or a majority of them, come straggling back any time within three months of the original forwarding. Result: Loss of use of equipment, loss of revenue, except a small mileage to owners, and a handling of cars both ways by the switching line without any revenue. Let us see what effect per diem would have on such a movement, outside of the question of compensation to the switching line. As soon as the car leaves the owner a per diem of $12\frac{1}{2}$ cents per day per car would be charged to the line to which the empties were sent, and would continue to accrue until cars were home. How long or how many cases would railroad officials, looking carefully after expenses, permit before an investigation and a radical change in methods of handling empty equipment, which would remedy such evils, cut off this extra expense to the railroads and be decidedly beneficial to the strictly switching line?

The above may seem overdrawn, but facts and figures can be given showing that it is not.

A per diem charge would stimulate the movement of equipment everywhere, unload traffic now hung up on many railroad terminals and relieve the stringency of equipment as nothing

else would, and if it didn't, it would point out to officials just where cars were located and why held up.

Another very important feature, not to be overlooked in the general discussion and recommendation to the American Railway Association, is the holding by the strictly switching lines of equipment of the various connecting railroads for prospective loading. With the Wiggins Ferry Co. and its switching lines this is a very important feature. Aggressive traffic men of connecting railroads are continually in correspondence with us, with a view to keeping a supply of all classes of equipment from their roads on the rails of the switching line, ready at a moment's call to be furnished as promptly for loading as in the railroads' own yards.

Frequently an immediate railroad connection will hand to us equipment foreign to its line, which has been received loaded, but, not desiring to make an empty haul, have us hold for loading via home route, charging the cars to the Wiggins Ferry Co., thereby bringing out very frequently adverse criticisms from car accountants and operating officers, who do not fully understand the situation at this point, geographically or otherwise. However, we are favorable to a recommendation on a per diem basis.

Mr. Clarke: I understand the Wiggins Ferry Co. is willing to pay 12½ cents a day per car for all cars?

Mr. Baulch: Yes, if the rest will do so. Someone must make a start; that is the right direction, we feel, and I do not know why this Association should not make the recommendation.

Vice-President: I suppose this matter will come up before the American Railway Association.

Mr. Baulch: Yes, that is the idea. We would like this Association to be the representative to make the recommendation.

Mr. Daly (I. C. R. R.): I am a member of the Western Association at Chicago. We held a meeting in Chicago last month, and this question came up and a Committee was ap-

pointed to take up with the switching roads the question of compensation, and we feel the American Railway Association's action in naming 15 cents a day for all cars is all right. For instance, we deliver the Belt five Illinois Central cars the first of the month; they take to Missouri Pacific at St. Louis and make delivery on the first. There could be no charge against the terminal company, as the receipt and delivery was made on the same day. If these five cars were delivered for an industry on the Belt and held, say ten days, they should pay us for the nine days at 15 cents, and we figure that compensation enough to get the cars home, although it is not enough to cover the earning charge of the car.

This was the first Association to take the matter up, and I think Mr. Perkins' paper contains good logic, the object being to break up the misuse of cars. I don't think 12½ cents would cover; 15 cents was stated by the American Railway Association.

Mr. Baulch: The 12½ cents was only used as a figure.

Mr. Daly: I think your paper has struck the keynote in this matter. It is not for St. Louis alone, but for the entire country. Not 5 percent of our troubles is in St. Louis. There are a hundred cars in Chicago a day to ten in St. Louis affected.

Another point on the Belt matter. They will take your empty cars and store in cuts of ten to twenty cars, because of being easier to handle. The Belt always has plenty of cars, and so advertise that they can furnish a full supply. It is a dead open and shut fact that the railroad is entitled to compensation from the Belt roads. We have 1,200 cars a day on Belt roads. If you borrow an engine from us you pay for it, and I think Mr. Baulch's proposition would be taken up quickly.

Vice-President: It is certainly very gratifying to me to find Mr. Sands and Mr. Baulch approve the position I have taken in the matter.

Mr. Clarke: I am in favor of that, only I would say 50 cents a day. I make a motion that the matter be referred to

the American Railway Association, and that we charge 15 cents per day.

Mr. Parker: I second that motion.

Vice-President: It is moved and seconded that this Association recommend to the American Railway Association that a charge of 15 cents per car per day be made for use of all cars handled on terminals of all railroads, including belt, transfer and switching roads, the earnings to be remitted to owners of the cars.

Carried.

Vice-President: Is there anything further? If not, the meeting stands adjourned.

Adjourned.

A. T. PERKINS,
Vice-President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., October 12, 1898.

Both the President and Vice-President being absent, Mr. H. S. Mitchell was chosen President pro tem. and presided during the meeting.

The representation was as follows:

A. T. & S. F. Ry.....	MR. H. U. MUDGE.....	Gen'l Supt.
“	.....MR. C. W. KOUNS	Supt. C. S.
“	.....MR. J. W. STARR	Supt. Ter.
C. & A. R. R.....	MR. WM. PRATT	Agent.
C. R. I. & P. Ry.....	MR. W. H. STILLWELL..	A. G. Supt.
“	.....MR. C. W. JONES.....	Supt.
“	.....MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	MR. J. W. MULHERN....	Trainmaster.
K. C. F. S. & M. R. R..	MR. H. S. MITCHELL ...	Div. Supt.
“	“ ..MR. W. H. CHURCHILL..	Ass't T. M.
“	“ ..MR. E. F. EDGECOMB...	Agent.
C. M. & St. P. R. R....	(Not represented.)	
M. K. & T. Ry.....	MR. C. H. DENT.....	Agent.
C. G. W. Ry.....	(Not represented.)	
K. C. O. & S. Ry.....	(Not represented.)	
K. C. St. J. & M. C. B. R. R.	MR. S. E. CRANCE.....	Gen'l Supt.

Mo. Pac. Ry.....Mr. J. R. WENTWORTH.Supt. C. S.
“*Mr. C. E. CARSON.....Supt. Ter.
Un. Pac. Ry.....Mr. G. N. CURTISAgent.
Wabash R. R.....Mr. J. S. GOODRICH.....Supt.
“Mr. JAS. LAUGHLINTrainmaster.
“Mr. U. B. DARNALL.....Agent.
K. C. N. W. R. R.....(Not represented.)
K. C. P. & G. R. R.....Mr. C. N. ATKINSON....C. S. A.
K. C. Belt Ry.....(Not represented.)
Union Depot Co.....(Not represented.)

*Represented by B. H. Garrigues.

VISITOR: Mr. H. P. Child, Asst. Gen'l Manager Kansas City Stockyards Company.

President: Unless there are objections, the minutes of the last two meetings will stand approved as printed.

President: Is there any unfinished business?

Secretary: We have the brass-stealing question. This is in about the same shape that it was at the last meeting. I have not yet obtained a copy of the Ohio statute, but hope to secure it by the next meeting.

President: At the September meeting there was not a quorum present, so that no business was transacted beyond the reading of some correspondence and discussing a few different things. The brass question, which came over from the August meeting as unfinished business, will come up at this meeting in the same way. The Secretary read some letters received on the subject from the Secretary of the Columbus Division and others. They were printed in the proceedings, and I presume you have all read them. As the matter is still not in shape to close up, if no objection, it will go over to the November meeting.

President: What else is there under unfinished business?

Secretary: The interchange of transfers.

President: At the June meeting we discussed the question, "Can there be any improvement made in the interchange of transfers at Kansas City?" The matter was taken up by Vice-

President Carson with the Chief Joint Inspector at Kansas City as to the feasibility of having an engine making a special transfer bring back anything which the receiving line might have for the delivering line. Since the last meeting Mr. Carson has received another letter on the subject, which the Secretary will read.

The Secretary read the following letter from Mr. C. H. Boyer, Secretary and Treasurer Kansas City Joint Car Inspection Association:

Kansas City, Missouri, Sept. 19, 1898.

C. E. Carson, Esq.,

Vice-President C. A. R. R. O., Kansas City Div.

Dear Sir: Your letter of September 13 to Mr. F. Baker, C. J. I., in regard to modifying the rules of the Kansas City Joint Car Inspection Association so as to admit of engines which make special transfers to connecting lines bringing back anything in the nature of a special transfer which the receiving line might have for the delivering line, thus saving an extra movement, has been received, and the matter will be presented at the next regular meeting of our Association, which convenes the second Tuesday in October.

Yours truly,

(Signed) C. H. BOYER,
Sec'y and Treas.

President: We can take no action until we hear what the Joint Inspection Association is willing can be done. This will also have to go over until the November meeting, and will be so understood if no objection.

President: Is there any other unfinished business?

Secretary: The withdrawal of the Kansas City, Osceola & Southern Railway Company from the Association.

President: The Kansas City, Osceola & Southern has given notice of withdrawal from the Central Association on account of its absorption by the St. Louis & San Francisco Railroad

Company, as you will see by circular and letter which were printed in the September proceedings. I believe it was understood that the St. Louis & San Francisco would be invited to become a member of the Association, and would ask the Secretary whether any communication has been received relative to their joining the Association.

Secretary: I have received through Mr. Mitchell the following letter from Mr. A. O'Hara, Superintendent of the St. Louis & San Francisco Railroad Company:

Springfield, Mo., September 22, 1898.

Mr. H. S. Mitchell,

Division Superintendent K. C. F. S. & M.,
Ft. Scott, Kansas.

Dear Sir: In reply to your favor of the 15th inst., in reference to the Frisco Line taking membership in the Kansas City Association of Railroad Officers, I beg to advise that the Frisco Line makes application for membership in the above Association through your kindness.

Yours truly,

(Signed) A. O'HARA,
Superintendent.

President: What action shall be taken with reference to admitting the Frisco Line to membership?

Mr. Starr: I move that the Frisco Line be admitted as a member of this Association.

Mr. Crance: I second the motion.

The motion was duly carried.

President: The Secretary observes that the withdrawal of the K. C. O. & S. took effect September 1, while the Frisco did not apply for membership until September 22. Would it be proper to bill the Frisco for proportion of expenses from September 1, if agreeable to them? It seems to me that it would, and if there is no objection, the matter will stand that way.

President: Reports of Committees.

Secretary: Nothing.

President: The next thing in order is new business.

Mr. Mudge: Mr. Chairman, at the July meeting of the Superintendents' Association there was a matter to have been brought before the Association, but was not on account of there not being a meeting on that date. There were a number of general superintendents here attending the car service meeting, and an informal meeting was held to discuss the question of service at the Kansas City Stockyards. It seemed to be the general opinion that the method of checking stock at the Kansas City Stockyards was not giving the railroads the protection that they felt they ought to have. At that meeting there was a Committee appointed to investigate the situation and also the situation at some other stockyards, make comparisons and suggest a remedy. The Burlington, Santa Fe and Chicago & Alton were appointed on that Committee. The general superintendents of these lines not being able to get together, the matter was turned over to the Supt. Terminals of the Santa Fe, the Asst. Supt. of the Burlington and the Local Agent of the Alton to investigate and make report. Here is the report of that Committee, which I would like to have the Secretary read.

The Secretary read as follows:

Kansas City, September 10, 1898.

Mr. H. U. Mudge,
Chairman Committee.

Dear Sir: We, the Subcommittee appointed by the general superintendents' Committee, return herewith all papers received with your letter next attached of August 9, covering method of handling business at the Kansas City Stockyards, and respectfully submit the following as our report:

At Kansas City, on arrival of stock at the stockyards, the car doors are opened by the Stockyards Company, or commission firm employees, and the stock driven from cars into unloading chutes, our observation and opinion being that sufficient protec-

tion is not given to see that every animal from each car reaches the unloading chute and does not escape or stray away. Stock is then counted into alley from unloading chute by a Stockyards Company employee and turned over to a driver (who may be a Stockyards Company employee, a representative of the commission firm or an employee of one of several so-called "speculators"), a slip showing the number of head having been given to said driver by the Stockyards Company employee who counted them out of the unloading chute into the alley. Stock is then driven to the sales pens and the slip handed by the driver to another Stockyards Company employee, who counts the animals into the sales pens. If the count he makes is the same as the first count referred to, the figures first arrived at are allowed to stand; otherwise the first figures are scratched out and the second count entered in lieu thereof. After sale of the stock has been effected, the animals are driven to the scales, passing onto which they are again counted, and the count then and there obtained is the final and official count, unless one of the two former counts is a less amount, in which case that count is taken as final by the Stockyards Company and receipt to railroad company so given. Between the departure of the stock from the unloading chutes (to the various alleys and sales pens) and its arrival at the scales the opportunities for loss through careless driving, accidental straying or deliberate intent are, in our opinion, altogether too numerous, and we feel that too much stress can not be laid on the importance of an entire change of the methods now in effect.

If, for instance, a hog is slow and falls behind its proper bunch, a metal tag is, theoretically, hooked into its ear, and it is allowed to stop and lie down in the alley; eventually it is driven into one of the pens along the route to be disposed of, if not lost sight of, later on. If, through accident or intent, the metal tag placed on the hog's ear is not found when stockyards employees are ready to drive it from the pen in which it was temporarily placed, the identity of the hog is entirely lost, and

it either becomes a stray or an opportunity is afforded for it to fall into the hands of the aforesaid speculators.

Considering it necessary, in order to make comparisons, your Subcommittee thought proper to personally investigate the methods in vogue at Chicago Union Stockyards, and for that purpose they visited Chicago on the 5th and 6th insts., interviewing first the stock agents of the various railroads, located at the stockyards there, and ascertained the following to be the custom at that point:

Immediately upon arrival of stock at the unloading chutes waybills for same are handed by the switch foreman or conductor, as the case might be (some lines run their road engines and crews direct into the stockyards), to stockyards representative, who, in turn, turns them in to the stockyards office, located in close proximity to the unloading platform, and where the representatives of the numerous commission firms are assembled. Consignee, consignor, car number and initial are then loudly called out by a Stockyards Company clerk, thus giving information promptly to those interested of the arrival of stock consigned to them, making it possible for them to make immediate preparation to receive and handle same. The bills are then turned over to another clerk, who at once enters the same record into a small pocket yard book, and which is handed to Stockyards Company check clerk to be used in tallying the stock from unloading chute to alley, at which time delivery is effected by the Stockyards Company to the commission firm which is in most cases the consignee, as per billing; and this is the official and final count and delivery, except on such stock as may arrive prior to 6:00 a. m. In such cases, in order to keep room at the unloading pens, the Stockyards Company drive the stock to some other available or convenient pen, from which they are delivered into alley to consignee, a second count in such cases being made by the Stockyards Company and delivery made to consignee, when responsibility of the Stockyards Company ends. If any discrepancy between the first and second count while stock is still in charge of the Stockyards Company,

an immediate and exhaustive search is made for any missing animals, or as many recounts made at once as necessary to locate error in counting, the Stockyards Company assuming that they are responsible for the first count and must satisfactorily account for any discrepancy.

Your Subcommittee visited the stockyards at 5:45 a. m. on Tuesday, September 6, and took a favorable position for purposes of observation. In order to get details of handling, we picked out at random C. R. I. & P. car 9349, which arrived at platform No. 6, with other cars in a train, at 6:10 a. m., and which we afterwards ascertained was a Rock Island shipment covered by Taylor Ridge, Ill., to Union Stockyards, Waybill A-4, Sept. 5, 1898, loaded with hogs (no number specified), consignee, Bruner & Vickers, consignors, Byers, More & Byers. At 6:25 a. m. the car door was opened by Stockyards Company employees and the hogs driven into pen 220, block 16, division 6, care being taken by them that every avenue of escape of stock was fully protected. At 6:30 a. m. the gate from unloading chute into alley was opened by the stockyards check clerk and the hogs carefully counted by him as they passed out in making delivery to consignee, who was in the alley to receive them, this tally showing seventy hogs and one cripple, and so recorded by the stockyards check clerk in the pocket yard book above referred to. The tally of the stockyards check clerk was verified by the consignee, who also counted the hogs as they came out, and delivery then and there having been effected by the Stockyards Company to the consignee, the hogs were taken charge of by consignee and driven to pen 59, block 8, division C, which is one of a large number set aside for sales pens.

As delivery had been effected and the railroad company not further interested, your Subcommittee did not watch the shipment further, but returned to point of unloading to ascertain what became of the one cripple which had been removed from car and locked up in "catch" pen No. 80, block 16, division

We found the cripple still there and locked in the pen, and ained upon careful inquiry that nothing but a written

order, given by consignee on Stockyards Company, would release the crippled hog from the "catch" pen, access to which is only had by certain few responsible Stockyards Company employees. In this connection we beg to advise that if the animal becomes crippled or injured in any way after leaving the unloading chute, the responsibility rests either between the consignor and consignee, or between the Stockyards Company and consignee, the railroad company's responsibility ceasing as soon as the stock is delivered from unloading chute into alley.

And for all this service the Union Stockyards Company at Chicago receives a compensation of twenty-five cents per car for all stock unloaded, as against fifty cents per car paid to the Kansas City Stockyards Company as an unloading charge. Hence, we feel that the railroads should not be required to increase their expense for handling stock at Kansas City Stockyards, which would be the result were they obliged to put on either check clerks or seal takers.

Your Subcommittee, after a very careful investigation of the Kansas City method of handling stock, also knowing the experience of all the railroads centering here, are fully convinced that the opportunities for loss after stock leaves the cars are very great, and that present methods should be discontinued, and that the railroad companies, who are paying very liberally for the loading and unloading at the Kansas City Stockyards, have a right to expect, and the Stockyards Company should be willing to render, not only ample, but prompt and an absolutely accurate service, guaranteeing to the railroads a receipt for every animal arriving at their unloading docks.

In our opinion the Stockyards Company should surround each car while being unloaded at the platform with a sufficient force and proper safeguards to positively insure every head of stock reaching the unloading chute. If this is done an absolutely accurate count should and can be made, as fully demonstrated at Chicago, at the time stock is driven from the unloading chute into alley, and which should be the official count and final delivery to consignee.

President: I will appoint on that Committee the Missouri Pacific, Union Pacific and Rock Island, and will ask Mr. Stillwell to act as Chairman. I would request that the representatives of the Union Pacific and Missouri Pacific here today advise Mr. Palmer and Mr. Carson that they have been appointed on this Committee.

President: A paper was to have been presented by Mr. Stevenson, but he is not here. If there is no further business, a motion to adjourn is in order.

Adjourned.

H. S. MITCHELL,
President pro tem.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.



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1898.

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DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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C. E. CARSON.....2d Vice-Prest.
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R. B. TURNER. T. F. WHITTELSY. J. W. RILEY.

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.....	"	KANSAS CITY "

CINCINNATI DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, November 8, 1898.**

Meeting called to order at 11:10 a.m., with President Lewis
in the Chair.

The following lines were represented:

B. & O. S-W. Ry.....	Mr. J. G. Neuffer.....	G. M. M.
“ “	.....Mr. JOHN HAIR.....	D. M. M.
C. C. C. & St. L. Ry....	Mr. H. F. HOUGHTON...	Supt.
“ “	.....Mr. F. M. LAWLER	D. M. M.
C. H. & D. Ry.....	Mr. R. B. TURNER.....	Gen'l Supt.
“ “	.....Mr. A. GALLOWAY.....	Supt.
“ “	.....Mr. C. H. CORY.....	Supt. M. P.
“ “	.....Mr. A. J. BALL.....	A. S. M. P.
“	.....Mr. G. H. WALDO	Supt. C. S.
C. N. O. & T. P. Ry....	*Mr. W. J. MURPHY.....	Supt.
C. & O. Ry.....	Mr. GEO. W. LEWIS	Supt.
“	.....Mr. A. F. STEWART	D. M. M.
“	.....Mr. W. T. SMITH.....	A. M. M.

*Represented by Mr. J. M. Arnold.

On motion the reading of the minutes of the previous meet-
ing was dispensed with.

Report of Special Committee on Switch Cars.

The following was offered as Committee's report:

Cincinnati, Ohio, November 8, 1898.
To the Central Association of Railroad Officers,
Cincinnati Division.

Gentlemen: The special Committee on Switched Cars respectfully recommend the following rules to govern the handling of switched cars at Cincinnati, Ohio.

Rule 1. Freight cars which are delivered by one road to another to be switched to industries inside the switching limits of Cincinnati, and which are known as "Switch Cars," should be returned to the road originally delivering the cars, except as herein stated.

(A) Where the cars are owned or operated by the switching road, or to a system of which it is a part, such cars need not be returned to the delivering road.

(B) Where the cars are owned or operated by any road having its own line into Cincinnati, such cars may be returned to owners direct, or to delivering road at option of switching line.

Rule 2. Cars belonging to roads not terminating at Cincinnati must be carded by the line delivering the cars under load for return to that line, or for delivery to the road which is proper home route. For this purpose the "Standard Cards," as adopted at Cincinnati, should be used.

Rule 3. It is hereby expressly understood and agreed that all lines members of this Association shall not permit a car loaded with transferable commodity, which has been delivered them for switching inside of the switching limits, to be re-consigned or forwarded to a point on any line except the delivering road, unless by permission of said delivering line.

Rule 4. Empty cars other than switch cars, belonging to roads members of this Association whose lines terminate at Cincinnati, shall be delivered direct to owners, except when other arrangements are made between the lines interested.

The initials of the cars shall be proof of ownership.

Under above rules the commodities herein noted will be considered "*Not Transferable*":

Vehicles of all kinds, sash, doors and blinds, plate glass, furniture of all kinds, articles loaded in jumbo cars to their full capacity, bottles in bulk, drain tile, household goods, lumber, dressed, lime in bulk, tin plate, all articles under refrigerator protection, tin cans in bulk, cow tails, loose, machinery, marble slabs or dressed stone, crockery ware in bulk, high explosives of all kinds, agricultural implements, stoves, brick, pressed or common, fruits or vegetables in bulk, ice, lumber, tongued or grooved, slate, tin roofing, cow horns in bulk, bones in bulk.

Respectfully submitted,

A. GALLOWAY,
Committee.

It was moved by Mr. Lawler, seconded by Mr. Neuffer, "that the report be received and the Secretary requested to secure letter ballot on same."

Carried.

Repeal of Daylight Ordinance.

The Chairman of special Committee in charge of this subject stated that he had been unable to get the Committee together during the past month, and asked for further time, which was granted.

Charge to be Made for Use of Cars in Local Switching Service.

Owing to today being election day in the state of Ohio, in consequence of which the attendance was quite small, it was deemed advisable to postpone discussion on this subject until the next regular monthly meeting, in the meantime the Secretary to take the matter up with the Chairman of the special committee appointed to handle this matter, urging that report be submitted at the next meeting.

Annual Report of the Cincinnati Car Service Bureau.

The Secretary read annual report of the Cincinnati Car Service Bureau for the fiscal year ending September 30, 1898, as follows:

THE CINCINNATI CAR SERVICE BUREAU.
RECAPITULATION FOR THE YEAR ENDING SEPTEMBER 30, 1898.

<i>Lines.</i>	<i>Collected.</i>	<i>Refunded.</i>	<i>Net Collected.</i>	<i>Expenses.</i>	<i>Net Revenue.</i>	<i>Loss.</i>	<i>Cars Handled.</i>	<i>Average Detention.</i>
C. C. C. & St. L.	\$ 8,009.94	\$1,078.00	\$ 6,931.94	\$2,094.09	\$4,837.85		62,848	36.00
D. & U.	58.00	11.00	47.00	42.55	4.45		1,252	19.49
C. H. & D.	9,747.00	1,823.00	7,924.00	2,357.12	5,566.88		70,809	38.33
Cin. Northern.	376.00	47.00	329.00	100.67	228.33		3,016	34.08
B. & O. S-W.	10,823.00	301.00	10,522.00	1,304.18	9,217.82		39,241	33.07
P. C. C. & St. L., Cin. Div.	2,279.00	416.00	1,863.00	1,684.14	178.86		50,373	22.49
" " Rich. "	118.00	34.50	83.50	142.64		\$59.14	4,399	45.47
" " Ind. "				27.93		27.93	837	26.23
C. & O.	704.00	173.00	531.00	486.80	44.20		14,631	32.05
" E. L. & B. S. Div.	199.00	51.00	148.00	144.40	3.60		4,334	28.03
C. L. & N.	2,266.00	57.00	2,209.00	233.12	1,975.88		6,996	43.25
C. P. & V.				3.44			104	32.24
L. & N.	690.00	223.00	467.00	491.24		3.44	14,726	27.58
" K. C. Div.	641.00	56.00	585.00	106.65	478.35	24.24	3,204	39.51
C. N. O. & T. P.	1,015.00	222.00	793.00	397.90	395.10		11,883	23.39
A. & O. R.	2,830.00		2,830.00	277.15	2,552.85		8,359	28.09
I. & M. C. V.				162.71		162.71	4,869	6.00
Lex. & East.				29.50		29.50	889	4.54
Southern Ry.	10.00		10.00	5.16	4.84		150	14.16
Erie.	50.00		50.00	134.01		84.01	4,144	21.26
Ohio Sou.	56.00	8.00	48.00	138.31		90.31	4,176	33.24
TOTAL 1898.	\$39,871.94	\$4,500.50	\$35,371.44	\$10,363.71	\$25,489.01	\$481.28	311,240	27.46
TOTAL 1897.	\$36,705.00	\$5,273.00	\$31,432.00	\$10,384.58	\$21,528.47	\$481.05	270,593	31.38

O. G. FETTER,
Superintendent.

It was moved by Mr. Galloway, seconded by Mr. Neuffer, "that the report be received and spread upon the minutes."

Election of Superintendent and Standing Committee for the Cincinnati Car Service Bureau for the Ensuing Year.

It was moved by Mr. Galloway, seconded by Mr. Lawler, "that the present Standing Committee on Car Service, Messrs. Houghton, Turner, Lewis, Rawn and Arnold, also the present Superintendent, Mr. O. G. Fetter, be reelected for the ensuing year."

Carried.

The Secretary read the following communication:

Norfolk & Western Railway Company.

Roanoke, Va., October 25, 1898.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: Will you kindly advise how you figure the number of days in determining the time for which rental should be paid on passenger equipment loaned to other lines.

The third resolution, as shown under the rules of the American Railway Association Car Service Classification, specifies that a certain charge shall be made per day, but it does not specify how the fractions of a day shall be determined.

For example, if we loan five cars to one of our connections, and they keep them an aggregate of one hundred and seventy-three hours, would you make bill against them for one coach for eight days, inasmuch as one hundred and seventy-three divided by twenty-four makes seven days and five hours. It is my understanding that when the total number of days figured in this method is exceeded by any amount of time over one hour, that it has been the rule to count that one hour as one full day; if the time fell short of one hour, that time was to be thrown out.

If this is not your method of determining, will you kindly advise what methods you do employ.

Yours truly,

(Signed) L. E. JOHNSON,
Gen'l Supt.

The Secretary was instructed to send copy of the above communication to the various members of this Association, asking their practice in such cases, and on receipt of replies to advise Mr. Johnson accordingly.

Papers to be Presented.

The Secretary advised that there were several papers due the Association, one from Mr. Geo. W. Lewis on "Handling Freight through Terminals," and one from Mr. C. H. Howard on "Push Poles," which had never been presented.

On motion the Secretary was instructed to communicate with Messrs. Lewis and Howard regarding their papers, also with the Standing Committee on Subjects, requesting that they select another topic for a paper to be presented to this Association, and also the member who shall present same.

On motion meeting adjourned at 11:35 a. m.

GEO. W. LEWIS,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis
Division, held at Union Station, Monday, November 7, 1898.**

The meeting was called to order by the President, H. F. Bickell.

The following lines were represented :

P. C. C. & St. L. Ry..	M. W. MANSFIELD....	Superintendent.
“ “	J. S. MAY.....	Superintendent.
I. & V. R. R.	M. W. MANSFIELD....	Superintendent.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
“ “	J. R. CAVANAGH.....	Supt. Car Ser.
P. & E. Ry.....	*J. W. RILEY	Superintendent.
I. U. Ry.....	A. A. ZION.....	Superintendent.
C. I. & L. Ry.	A. J. O'REILLY	General Agent.
C. H. & D. R. R.....	A. GALLOWAY.....	Superintendent.
L. E. & W. Ry.....	H. F. BICKELL.....	Asst. Gen. Supt.
“	.....M. P. DENNISTON.....	Trainmaster.

* Represented by J. R. Cavanagh.

The minutes of the previous meeting were approved as printed.

Communications Received.

The Secretary read the following :

Indianapolis, Indiana, November 2, 1898.

Mr. G. B. Staats,
Secretary C. A. R. R. O.,
City.

Dear Sir: I desire to call the attention of the Central Association of Railroad Officers to the very slim attendance at the meetings of the Car Foremen and Inspectors' Association, and I would especially call their attention to the fact that there has been a conspicuous absence of representative members of the different roads.

— The C. F. and I. A. could be made very instructive to all members in regard to interchange, inspection and repairs to freight cars if those members who so seldom, if ever, attend would come and take part in the discussion of such questions as may be brought up at these meetings. I would thank you to bring this matter up at your next meeting, and anything that is done to promote the interests of the C. F. and I. Association will be duly appreciated by those who have been so faithful in attendance.

Very truly,

Approved,

(Signed) L. B. FRENCH,

W. J. HAYES,

Secretary.

President.

After a short discussion it was the sense of the meeting that the Car Foremen and Inspectors' Association is an important auxiliary to this organization, and that the work in which it is engaged is conducive to the interests of all lines members of this Association, and that the meetings should be well attended by its members. To that end the Secretary was directed to communicate with the various superintendents and request that they arrange to have their men attend the meetings of the Car Foremen and Inspectors' Association whenever it is possible for them to do so.

The question of frequency in holding the meetings of the Car Foremen and Inspectors' Association was also discussed. The Secretary was directed to communicate with the Secretary of the Car Foremen and Inspectors' Association and ascertain

if the same ends could be accomplished by holding the meetings less frequently, say once every two months instead of once each month.

The Secretary announced that the Local Interchange Rules had been printed as revised and adopted at the October meeting, and that they had been properly distributed, both in card and leaflet form, among the various roads interested.

New Subjects Proposed for Discussion.

The President asked if there were any subjects to be submitted on which papers should be prepared and read before the Association. "Uniform Time for Closing Freight Houses" was proposed. After an informal discussion the Chair appointed the following members to prepare and submit a report on the above subject:

Mr. M. W. Mansfield, Superintendent; Mr. H. F. Bickell, Ass't Gen'l Sup't; A. J. O'Reilly, General Agent.

"Steam Heating in Coaches" was next proposed. It was agreed that this would be a very interesting subject, and by request Mr. W. Swanston, Master Mechanic P. C. C. & St. L. Ry., was appointed by the Chair to prepare the paper.

"Water Supply." The Secretary was instructed to ask Mr. F. M. Lawler, Master Mechanic C. C. C. & St. L. Ry., if it would be possible for him to have his paper bearing on this subject in readiness for the December meeting.

"Crossing Alarm Bells" was next proposed. There was a general expression on the part of the members present to have a paper prepared on this subject. The Chair selected Mr. C. S. Rhodes, Sup't of Telegraph C. C. C. & St. L. Ry., to prepare this paper. It was the wish of the members present that the paper cover a wide scope, viz.: the efficiency of alarm bells, compliance with the various state and municipal laws in Ohio, Indiana and Illinois, and the feasibility of adopting alarm bells in the country, as well as in cities, with a view of abolishing crossing gates.

The Secretary was requested to arrange to have one or more of the foregoing papers submitted at the December meeting if possible.

The Association next took up the subject, "Use of Cars in Local Switching Service," in connection with circular letter of Mr. W. G. Besler, President, dated October 15, 1898. On motion it was agreed to take up the various topics into which the subject had been divided by President Besler and treat them in order.

(1) "Under the ordinary prevailing conditions, at what rate per car can a railroad company undertake to handle the switch business?"

Mr. Galloway called attention to the different constructions or standpoints from which this subject might be viewed, *i. e.*, whether the C. H. & D. road delivers a load in one of their own cars or a foreign car to the L. E. & W. Road, is the car to be returned to the C. H. & D. Road empty or loaded? If a foreign car, is it to be loaded to some other line instead of returned to the C. H. & D.? Also, are there any additional charges to be made by intervening roads handling the car? Mr. Galloway also stated that there were other important points which should not be overlooked in discussing this matter, but thought a charge should be made on a basis of \$2.00 for each loaded car switched from one road direct to another, and a charge of \$1.00 should be made for returning the car empty, a total charge of \$3.00 for the transaction.

Mr. Cavanagh thought it would be possible to make a fixed charge, regardless of the car being loaded or empty, explaining that it is much more difficult to keep track of both loads and empties than it would be to simply keep a record of the total number of cars handled.

Mr. Mansfield stated that under the ordinary prevailing conditions a charge of \$2.00 to \$5.00 should be made for switching a car.

(2) "Is it feasible to separate the service and make a

charge for the switching service and a charge for the car which carries the load?"

It was the opinion of those present that it is perfectly feasible to make both a switching charge and a charge for the use of the car, and that such practice is being observed at Indianapolis, in accordance with car service rules.

(3) "Is it feasible to say to an industry, Provide your own cars and we will switch them at such and such a rate?"

Mr. Cavanagh stated that he thought the object of the foregoing clause or question applied more particularly to East St. Louis and Chicago, where large industries, such as packing houses, made it a point not to load their own cars in switching movements, but loaded their own cars out for a long haul and utilized other cars in their yards for switching purposes, and thought the object aimed at was for the railroads to place themselves in a position to say to such industries, "You furnish your own cars and the charge will be \$2.00 for switching; if we furnish the car the charge will be \$4.00—\$2.00 for switching service and \$2.00 for the use of our car."

Mr. O'Reilly raised the question, "What will you do with the man who has no cars?"

Mr. Cavanagh replied that the man or industry who was fortunate enough to own its cars would be the gainer, and to that extent would have the advantage over the industry which did not own cars.

(4) "Is it desirable that such private cars should be used?"

It was the expression of the members present that all such cars should be used, provided they passed proper inspection.

(5) "Should the use of a car in the switch business be on a per diem or loaded car basis?"

Mr. Cavanagh thought it should be on a loaded car basis.

Mr. Galloway also thought the loaded car basis proper, especially where car service applies.

(6) "Should owner of car receive the amount collected for use of car when engaged in the switch business? If not the entire amount, what proportion of the amount?"

It was the unanimous opinion that all such amounts collected should be handled exactly the same as in the case of car service associations, *i. e.*, the amount should be paid to the company doing the switching service.

(7) "Switching or transfer companies who own no equipment, but who use equipment of any company they are able to secure, justify their action by claiming that they furnish in return certain valuable facilities, for which they make no charge. Is such a claim justifiable?"

It was thought this feature was more applicable to the Chicago Belt Railway and some of the ferryboat lines at New York and other points.

(8) "Car service demurrage, to whom should the amount be paid, the owner of car or the company on whose track the car is detained?"

The reply to question No. 6 also answers question No. 8, *viz.*: that the amount should be paid to the company performing the switching service.

(9) "Under M. C. B. Rules car-owners are largely responsible for maintenance of their equipment; cars are more rapidly worn out while engaged in the switching service than in ordinary road service. Under present practice no earnings accrue from mileage, per diem charge, car service or other source of revenue to the owner, while the car is engaged in the switch service. What remedy can you suggest?"

Mr. Cavanagh stated that under the present conditions he did not think there was any remedy, except falling back on the old saying that "One offsets the other," *i. e.*, while we are using a car belonging to another road in the switch service, they are using one of ours; but under the new arrangement, which he hoped for, the owner will receive compensation for the service. Mr. Galloway inquired how the owners of private cars viewed the per diem method. Mr. Cavanagh explained that they were opposed to it from the fact that if the per diem system should be inaugurated the charge will not exceed twenty or twenty-five cents, while under the present system there are no

private cars running which do not pay at least twenty-five cents per day, even if they are common box cars.

The President stated that it was his idea to simply have a general discussion of the subject in its various phases, preliminary to appointing a Committee to submit a report, as indicated by President Besler's circular letter, and that if there were no further suggestions to be offered he would now name the Committee, Messrs. J. R. Cavanagh and A. A. Zion, with the request that they submit a paper at the December meeting, as it was desired to have the paper reach the Executive Committee not later than January.

Relative to the practice of the various Divisions discussing a subject, Mr. Cavanagh suggested that it would be a good idea to have a joint subject, or have the same subject brought up before the different Divisions for discussion during the same month. Such a plan would enable all the members to read the printed proceedings and obtain the various opinions at the same time.

The meeting adjourned at 3:40 p. m.

H. F. BICKELL,
President.

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
November 16, 1898.

Meeting called to order at 1:45 p. m., by President Ferris.

The following lines were represented:

T. & O. C. Ry.....	MR. H. C. FERRIS.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH.
“.....	MR. MASON RICKERT.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
C. A. & C. Ry.....	MR. J. J. HENRY.
Z. & O. R. R.....	MR. J. S. GILLESPIE.
B. & O. R. R.....	MR. J. H. GLOVER.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

At the last meeting the Association recommended the adoption of the first proposition submitted by the Committee appointed to report on the matter of charging car service on what is known as “package freight” (“adopting a warehouse rule, sending to storage all package freight in carloads or less than carloads after a reasonable time has been given consignee in which to remove freight”), and requested that a vote by letter ballot be taken and presented at the October meeting. Replies received from eight roads, four in favor and four against; the motion to adopt the proposition was declared lost.

Reading of Correspondence.

Minutes of the meetings of the Yardmasters' Association and the Columbus Association of Car Foremen read and approved.

Beardstown, Ill., October 8, 1898.

Mr. H. C. Ferris,

President Columbus Div. C. A. of R. R. O.

Dear Sir: In accordance with action taken by the Executive Committee, there will be sent to your Division in a few days some pamphlets of the paper entitled "Use of Cars in Switching Service," which was presented at our Annual Meeting.

It must be evident to you that the Central Association of Railroad Officers has "run down at the heel," and that some energetic action is necessary to get new life infused into the Association. Certainly whatever is done must be done by the efforts of those in charge of each local Division in endeavoring to bring up the interest of the work in the local Division, and this must be accomplished in the face of discouraging surroundings and perhaps open opposition.

Nevertheless there can be no question but that, if energetically taken in hand, success will be assured. We must make a start in some direction, and while, perhaps, we may not have struck just the right lead in this first effort, it must be followed up by continued effort in the same and other lines, and the Association as a whole raised out of the stagnation into which it has drifted.

There must certainly be a few live and energetic men in your Division on whom you can rely, and to whom you should go with this matter, and endeavor to make a start with it. I have encouraging word from a number of members, saying they would do their part. I trust you will see your way clear to get some live work into your Division and endeavor to raise the standard of your proceedings which appear in the monthly issue.

Will you kindly bring this subject before your Division at its meeting this month, advising them that within a few days they will receive the pamphlets above referred to, and appealing to each member to undertake to do his part?

Please write me on this subject and advise what assistance may I expect from you and your local officers in what is now proposed.

Respectfully,

(Signed) W. G. BESLER,

President.

Secretary advised that the pamphlets had been received and a copy mailed to each member of the Association.

Mr. Connors: I feel that this Association, through its President, should acknowledge receipt of Mr. Besler's letter, that it be spread upon the minutes, and that the pamphlet be made a special subject for discussion at our next regular meeting; that absentees be requested to be present to discuss the paper, and in the meanwhile all members study the points made and come prepared for discussion.

It is to be regretted that this Association meets here with but four or five active members, and they are the same members each month. The few who are true to the Association are somewhat disheartened, and have been for some time, because of the absence of so many of our members. The Association necessarily loses its standing among the few who are attentive. We don't feel the interest in the discussion of papers of interest that we might feel if there were others here to oppose our views, in case there was any opposition felt. It is not difficult for a few members to agree, and their views in a general way to harmonize. The greater number of members present the greater difference of opinion. I am very much in sympathy with Mr. Besler in his paper, but I feel that our Association can not do it justice with the representation today. It does seem that the Association is not receiving the encouragement and support from certain lines that it should, and for that reason it is very disheartening to members who are trying to make it a success.

It was the sense of the Association that Mr. Besler's letter be spread upon the minutes, and that the President acknowledge receipt.

Reports of Committees.

Columbus Division, Central Ass'n of Railroad Officers.

Gentlemen: Your Committee appointed to investigate the advisability of placing car service records and collections at Columbus, Ohio, in the hands of the Superintendent of the Columbus Car Service Association, respectfully recommend that the change from the present manner of handling the same be made, and that the additional expense per month must not exceed \$185.00, which should be divided among the Columbus lines as follows:

P. C. C. & St. L. Ry.	\$39.96
B. & O. R. R.	22.20
C. A. & C. Ry.	4.25
C. C. C. & St. L. Ry.	20.53
C. S. & H. Ry.	16.65
N. & W. Ry.	11.29
T. & O. C. Ry.	12.21
C. H. V. & T. Ry.	57.91

Total,\$185.00

Respectfully submitted,

T. J. ENGLISH,
J. H. GLOVER,
Committee.

Mr. Connors: I move that the report be received.

Seconded by Mr. English. Motion carried.

Mr. Connors: The report of the Committee on placing car service records in the hands of the superintendent now being before you, it seems to me that, inasmuch as the expense of some of the lines is increased, that it would be necessary to have the consent of all lines interested to the change before it was made; in fact, change can not be made without consent of

all lines; therefore I move you that the report of the Committee be printed in our proceedings and the Secretary directed to take up with each line in interest the question of adoption of the Committee's report, and the transfer of the method now in vogue from the different agents to the superintendent, the same to be effective on and after January 1, 1899.

Seconded by Mr. Henry. Carried.

New Business.

Secretary: In accordance with the request of the Association, I sent to Toledo for several copies of the pamphlet issued by the Local Freight Agents' Association of that point, containing a list of the side tracks in and about Toledo, the intention being to see if such a list could not be prepared for side tracks in and about Columbus. Copies of the list have been distributed to the members of this Division.

Mr. Connors: I move that the list be submitted to the Local Agents' Association for an expression of opinion as to whether something of that kind would be of any special value to them, and if so, to have that body prepare a list on the same general plan and submit it to this Association for their approval.

Seconded by Mr. Henry. Carried.

Bill of expense, amounting to \$10.00, incurred by John Doyle, Chief Joint Inspector, in attending the Joint Inspectors' meeting at St. Louis on September 16, was ordered paid on motion of Mr. Connors, seconded by Mr. English.

Columbus Division's proportion of the expense of the Central Association of Railroad Officers, amounting to \$5.66, was ordered paid on motion of Mr. Connors, seconded by Mr. Henry.

Adjourned at 3:00 p. m.

H. C. FERRIS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo
Division, held Monday, November 14, 1898.**

Meeting called to order at 2:00 p. m.

The President being absent, the meeting was called to order by the Secretary, and on motion Mr. Gould was elected President pro tem.

The following lines were represented:

Ann Arbor R. R.	MR. M. D. FOLEY	Trainmaster.
C. H. & D. Ry.	MR. S. B. FLOETER	Supt.
C. H. V. & T. Ry.	MR. M. S. CONNORS	Supt.
“ “	MR. R. S. QUIGLEY	Trainmaster.
F. & P. M. R. R.	MR. W. D. TRUMP	Gen'l Supt.
L. S. & M. S. Ry.	MR. A. H. SMITH	Supt.
Penna. Co.	MR. W. H. POTTER	Supt.
“	MR. L. F. CORCORAN	Trainmaster.
T. & O. C. Ry.	MR. T. F. WHITTELSEY	Gen'l Supt.
Wabash R. R.	MR. E. A. GOULD	Supt.
W. & L. E. Ry.	*MR. F. J. STOUT	Supt.

*Represented by Mr. W. P. Schaufele.

Reading of the minutes of previous meeting was dispensed with.

**Printing of Rules of Central Association of Railroad Officers, Toledo
Car Service Association and Toledo Interchange Car
Inspection, under one Cover.**

The Secretary submitted copies of the rules in galley form, corrected to date, together with letter from Mr. Floeter, stating that he would like to see Rule No. 6 of the Standing Resolutions read 5:00 p. m. for the closing of freight houses, instead of 5:30 p. m.

It was the opinion of a majority of the members present that it would not be advisable to change the hour at the present time.

The Secretary also read a communication from Mr. Smith, under date of October 6, 1897, with reference to Rule No. 8 of Standing Resolutions, as follows:

This is to notify you that we will not authorize charges for transferring telegraph poles. In case of transfer being necessary, please notify this company, and we will arrange the load properly for movement over your line.

(Signed) A. H. SMITH,
Superintendent.

Mr. Whittelsey: I move that the letter of Mr. Smith be embodied as part of this report, he having given the necessary thirty days' notice, and that it appear in the regular place, following Rule No. 8.

Seconded and carried.

Mr. Whittelsey: I move that the Rules of Order, as shown in proofs, be printed.

Seconded by Mr. Connors and carried.

Delay to Cars Containing So-called Package Freight.

The Secretary read statement of package freight reported by all roads for the month of October, showing 562 cars, with a total average delay of 4.4 days per car.

Receiving Freight at Houses after the Closing Hour, 5:30 P. M.

The Secretary reported that he had not found a single violation of the rule relative to closing freight houses for receipt of package freight at 5:30 p. m.

Uniform Switching Card.

Mr. Whittelsey: As Chairman of that Committee, I beg to say the Committee consisted of three members. Two of them agreed on report, but up to date the third has not. He is present, and will doubtless state his position. The report recommends the formal approval of the use of the card, as adopted by the agents.

Mr. Floeter: The C. H. & D. have no objections to the switching card itself. We have objections, however, to the manner of collecting switching; for instance, the Lake Shore recently delivered to our line a number of cars for our elevator. They were boarded ready for loading, and were intended for a party in Toledo, who asked the Lake Shore to send the cars to be loaded for them. Under this agreement they said to the C. H. & D., you are to collect for the switching. We do not feel like going outside to collect switching charges. We feel that we should look to the road delivering the cars to us for our switching charge, and not to private individuals. The car card no doubt facilitates the handling of cars through the yards.

Mr. Connors: Is not this an isolated case?

Mr. Floeter: It might come up any day in switching from one industry to another.

Mr. Whittelsey: I suggest that, if we can, we adopt this action on the part of our agents, and any agent wishing to deviate from the action should give the necessary notice.

Seconded by Mr. Connors.

Mr. Smith: I wish to give notice in line with that already given the agents by our Mr. Husted. We find it necessary to have more of a check than the card gives us. We will place

cards on cars going to other roads, as they desire, but to protect ourselves in the other direction, on cars coming to us, we ask to have our cards applied.

The Secretary called the roll, and vote resulted as follows:

L. S. & M. S. Ry.	Yes (with proviso as stated).
Wabash R. R.	Yes.
F. & P. M. R. R.	Yes.
C. H. & D. Ry.	Yes.
T. & O. C. Ry.	Yes.
C. H. V. & T. Ry.	Yes.
Penna. Co.	Yes.
W. & L. E. Ry.	Yes.
Ann Arbor R. R.	Yes.

The Chair declared the motion carried.

Minutes of Agents' Meeting.

The Secretary read the minutes of the agents' meetings of October 17 and November 7, and same were ordered received and filed.

Responsibility for Wrong Movement in Switching Empty Cars to be Returned Loaded.

REPORT OF ARBITRATION COMMITTEE.

In case where the C. H. & D. Ry. forwarded twelve empty cars to the D. T. & M. R. R. via the Wheeling Belt, and the D. T. & M. returned them via the Ann Arbor Pennsylvania Belt.

It is the sense of your Committee that the D. T. & M. R. R. should have returned the cars to the C. H. & D. via the same channel they received them, otherwise they should pay any additional switching charges that might accrue on said cars in passing over another line returning to the C. H. & D. Ry.; therefore the C. H. & D. Ry. should pay for the empty move-

ment over the Wheeling Belt, and the D. T. & M. R. R. should pay for the loaded movement over the Ann Arbor Pennsylvania Belt.

M. S. CONNORS,
D. S. SUTHERLAND,
J. W. SHERWOOD.

Mr. Whittelsey: I move that the report be adopted.
Seconded and carried.

Changes in Interchange Car Inspection Agreement.

On motion a new section was added to Article II, as follows:

(Sec. 5.) That the car department of each company member of this Association carry on their monthly payrolls their proportion of the amounts of salaries for the Chief Interchange Car Inspector and his assistant. The amounts due to be returned by the Secretary of this Association not later than the 25th of each month.

On motion Article VIII, Sec. 2, was changed to read as follows:

(Sec. 2.) The Chief Interchange Inspector will not give an order for transfer in such cases without receiving written notice from the foreman of car repairs of the road which received the car that he can not make the repairs inside of twenty-four hours.

Circular Letter of President W. G. Besler.

Mr. Whittelsey: With reference to Mr. Besler's letter, dated October 15. He makes the following remark: "Please come to meeting prepared to discuss this paper."

Now he outlines nine different topics, and we can take our choice.

The first one is, Under the ordinary prevailing conditions, at what rate per car can a railroad company undertake to handle switch business?

While I am not particularly prepared to discuss the ques-

tion, I am ready to chip in if some good brother who does lots of switching will start the ball.

Mr. Potter: I do not believe that any party is going to give away his business; that is, as to what profits there are in his switching, etc.

Mr. Connors: It strikes me that about the only thing we can do today is to acknowledge receipt of this circular from our worthy President, and take these matters up from time to time and discuss them. I think the move of the President is one in the right direction. I move, therefore, an acknowledgment of the circular be made, and that the matter be laid over for discussion at some future meeting.

Seconded by Mr. Trump and carried.

Mr. Whittelsey suggested that some particular phase be settled on, that members might come prepared to take one up, and further suggested the second one in the circular, Is it feasible to separate the service and make a charge for the switching service and a charge for the use of the car which carries the load?

On motion adjourned.

Car Service Meeting.

Chairman Smith presiding.

The Secretary read a request from the Chicago Association, asking if Toledo excepted any commodities known as house freight, and if so, how do we determine what house freight is, also his reply to same.

Rule 8-B of the Official Classification.

The Secretary read the following communication:

New York, October 25, 1898.

Mr. Wm. Grogan,

Secy. Central Assn. of Railroad Officers,
Toledo, Ohio.

Dear Sir: Referring to the correspondence in connection

with suggested change in the provisions of Rule No. 8-B of the Official Classification. I beg to advise that the subject was given consideration by the Official Classification Committee at a recent meeting, but it was not deemed expedient by the Committee to recommend to the various railroad companies in interest any change in existing provisions of the rule in question.

Yours truly,

(Signed) C. E. GILL,
Chairman.

On motion same was ordered received.

Refunding Car Service Account Errors of Connections.

Our eastern and southern connections, when an error is made resulting in a car service charge, rule that road making the error must pay the car service. Should not this same rule be enforced at Toledo?

Mr. Connors: I move that it is the sense of this Association that when an error is made which results in a car service charge, that the road making the error must pay the charge.

Seconded by Mr. Whittelsey and carried.

Daly per Diem System.

Mr. Whittelsey: I believe it is a well-understood fact that the railroads of this country never suffered as much for cars as today.

We are here representing our companies in car service meetings to devise means of emptying cars and getting into use to carry other freight. At the New York meeting in October the car question of per diem for foreign cars was brought up by recommendation that straight per diem be the manner of compensation. As I understand, the resolution was brought up so late in the meeting that there was not time to give it proper consideration, and it was again postponed until the spring meeting. There seems to be a disposition on the part of some of the larger railroads to oppose the per diem plan.

A little association in the central west, where most good things originate, has taken the matter up and is settling on the per diem plan. The roads parties to this arrangement, the Daly System, are the C. H. V. & T., C. M. & St. P., C. B. & N., Santa Fe, I. C., M. K. & T. and the N. & W.

The gentlemen representing these roads entered into an agreement to offset the number of car days according to the average mileage made by the line having the cars, and I understand it is working very satisfactorily. We should give this matter thought and give what aid we can to further this scheme.

Mr. Trump stated that there was considerable opposition to the per diem plan, and that there were a great many things to be considered, and mentioned the one of connections furnishing road originating freight with empties for anticipated shipments, where cars might not be used promptly by reason of such shipments not being ready, etc.

Mr. Connors: There is in the Daly System a special provision covering lines accepting cars for anticipated shipments.

Mr. Trump: There was no such provision in the resolution submitted to the American Railway Association.

Mr. Gould thought the per diem system would result in roads hurrying cars home.

Mr. Smith suggested that the matter be made a subject for discussion at the next meeting, looking toward educational lines for the members of this Association, if nothing more.

Mr. Whittlesey: I move that we recommend to the Central Association of Railroad Officers at the next meeting that this matter of the Daly System be discussed.

Seconded and carried.

On motion adjourned to meet Monday, December 12, 1898.

E. A. GOULD,
President pro tem.

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,
Tuesday, November 15, 1898.

Meeting convened at 10:20 a. m. President Starbuck in
the chair.

PRESENT:

Roads.

Representatives.

P. & P. U. Ry.....F. L. TOMPKINS.....Gen'l Supt.
T. P. & W. Ry.....E. N. ARMSTRONG....Gen'l Supt.
C. P. & St. L. R. R...C. MILLIARD.....Superintendent.
P. D. & E. Ry.....R. B. STARBUCK.....Gen'l Supt.
T. H. & I. R. R.....F. L. CAMPBELLTrainmaster.
R. I. & P. Ry.....H. P. GREENOUGH....Superintendent.

VISITOR: W. G. Besler, Pres. Central Ass'n of R. R.
Officers.

On motion minutes of the October meeting were approved
without reading.

Paper by W. B. Throop.

To the Chairman and Members of the Peoria Division, Central
Association of Railroad Officers:

Under date of September 13, 1898, I received through our
Secretary a communication, requesting that I prepare a paper
on "The Number of Air-Braked Cars which may be Handled
Successfully in Freight Trains." The letter of the Secretary

gives some particulars of the discussion which followed, and from which I judge there exists a doubt in the minds of some of the members as to the practicability of using all of the air-braked cars in a train when the number is, possibly, twenty, or more (although the exact limit is not indicated). I was somewhat surprised that any doubt could exist in anyone's mind as to the desirability of using all of the available air-braked cars in freight trains, but as there seems to be such a doubt, I set to work to see what I could find in the way of communications in technical papers from any railroad men who might have had similar doubts in the past. I examined the files of the Railroad Gazette for some five years. The only communication which I could find indicating that it was not desirable to use all of the air-braked cars in a train was in the issue of October 5, 1894, signed "W. S. S." The writer states that he propounded and sent to a number of enginemen and conductors (presumably on his own road) five questions, asking them whether, in case of a train of forty cars all equipped with air brakes, they would use all of them or not? If not, why not all of them? What number they considered sufficient for practical purposes? Whether better time can be made by using twenty cars or forty cars with air brakes? In descending a heavy grade, how they handled their train? The writer summarizes the replies, stating that in the majority of cases twenty cars of the forty were considered all that were necessary, and the reason for not using more is given that the brake equipment on the cars is hardly ever in perfect condition, there being so much leakage that the present eight-inch pump is too small to keep up the required pressure. The remaining portion of the article referred to does not give anything which seems to me worth any further consideration. The fact of the brake apparatus on cars not being in proper condition, and this being used as a reason why all of the cars so equipped should not be used, appears to me to be a very poor one indeed. It would seem as reasonable to say that we can not use a certain car because it is in bad order, and infer therefrom that it is always going to remain in bad order. Air brake

mechanism, of course, requires care like everything else that is in use, and by reason of the complexity of the mechanism it requires the best of care. You will probably all remember that a concerted move was made in the year 1894 by all of the railroads in this part of the country to give closer attention to air brake apparatus in the way of keeping the same in working order, and that, in order to facilitate repairs on our line, and I think on all other railroads, air pipes were laid, so that the pressure in train pipe can be tried at any point of the repair tracks, and this practice has been followed since the date above mentioned. Full records of the inspection and cleaning are stenciled on the brake cylinders of cars, and any which do not bear a record of having been cleaned within one year are placed on the repair tracks for this purpose, as well as such as may not be in working order at any particular time. The average number cleaned, oiled and repaired each month is about ten percent of the equipment, according to tabular statements which are sent out each month. So much for the care of brake apparatus.

So far as my observation goes, the only trouble in properly handling trains partially or entirely equipped with air is (if the brakes are properly cared for as they should be) in the men who operate the brakes. This matter has been given particularly close attention by our people for the past four or five years, and while we still have some cases of rough handling of trains, due to improper manipulation of the air brakes, there is a marked improvement, and one which is continuing.

If the gentlemen will read the instructions issued by the Committee of the Air Brakemen's Association (See R. R. Gazette of April 27, 1894) they will find some very useful information therein. Many enginemen have a practice of handling air-braked freight trains somewhat in the same manner that they do passenger trains. This is entirely wrong, and has led to damage and accidents in the past. The brakes never should be released just prior to the train coming to a stop. Brakes never should be applied (except in emergency cases) before steam is shut off and the slack pushed up in the train. The

practice of stopping at some particular point, like water cranes, with a long train coupled on is wrong. Enginemen should be required to stop before reaching such point, or, if they run by, compelled to back up and cut off their engines. We require this with trains of more than twenty cars. I have talked with many of our old, experienced conductors since this question was brought up to see what they would say as to not using all of the air-braked cars in their trains. I have not found one who favors any such proposition, and as they are every day handling trains over the line (and have been for twenty years or more) their opinions ought to be of some value.

One of the most important and most valuable features of the air-brake appliances is that of preventing accidents to trains in case of couplings parting while the train is in motion, and this safeguard is valuable enough so that we can well afford to spend much time and money to accomplish it in training our men and in adding to air brake equipment to guard against trouble and damage from this source.

Someone has suggested (I do not now remember who) that it might be advisable to cut out alternate cars, the idea, I believe, being that the pump could thereby better keep up the required pressure. I should not regard this as at all advisable. We should not be free from the possibility of accidents from break-in-two if this were done, and I do not believe it is necessary if, as stated in the first paragraph, the air-brake appliances are properly looked after. In this connection there seems to be some difference of opinion as to the hand braking necessary to be done on a train composed of cars not all equipped with air brakes. If hand braking is done on the cars immediately behind the air-braked cars, it will avoid the chance of braking the train in two, which is very likely to occur if the hand brakes used are at the rear end of the train.

One more point is that enginemen handling long trains partially or entirely equipped with air are disposed to not give sufficient time for the air brakes at the rear end of the train to release. I have seen some bad cases of damage to cars and

draw-rigging on engine tanks caused in this way. An engine-man not accustomed to handling a long train of air-braked cars does not appreciate this point as he should unless it is thoroughly impressed upon him.

My conclusions are, therefore, that we should not only use every air brake available, but that we should urge the managing officers of the railroads to add air brake appliances to every freight car in service.

Galesburg, Ill., November 2, 1898.

Chairman: Are there any remarks on Mr. Throop's paper?

Mr. Armstrong: It seems to me the trouble is in approaching stops, or places where the engineer is flagged; the engineer begins applying his air before those behind know what is being done. If the braking is all done at the head end, the train may be broken in two, and the hind end collides with the front part in stopping. We had two accidents of that kind recently, one a crossing stop, and the other at a regular station, where the hind end overtook the front end, and it cost us a thousand dollars in each case. If we had had a regulation that in making all stops the engineer should not apply his air (except in emergency) until the slack was out of the train, it seems to me it would have been much better. One of these instances occurred before we put such rules in effect, and the other happened after the rules were made, but the conductor in the last case is now keeping a grocery store.

Chairman: Do you require your brakemen to ride on top when approaching stops.

Mr. Armstrong: Yes, we require the hind men to get out, and, in fact, all of them to be on the qui vive when approaching stops. Braking ahead may avoid break-in-twos, but if you are already broken in two, in this country of sags, etc., it is very apt to cause you damage.

Chairman: We seldom have as many as twenty-five air cars in any of our trains. We require the man on the rear end to control the speed of the train down grades, and the engineman

to control it when approaching all stops. The brakemen understand it is their duty to help in case the engineer calls for brakes in making stops, otherwise the engineer controls the train. We have followed this course for six months with very satisfactory results.

Mr. Armstrong: You use both plans. Through sags and hog-backs you hold from the rear, and in making stops the braking is done from the head end.

Chairman: I see we might get into trouble the same as you did, and I think your plan is better than ours in not having the engineer apply his air until he feels the slack taken up from the rear end. I believe it is a good idea.

Mr. Armstrong: Some roads make their engineers control the train everywhere. The M. K. & T. do, and I understand they say they are getting along splendidly.

Mr. Campbell: We insist on our men using all the air cars they have. In descending grades, such as the long one at Farmdale, we brake from the head end and use the retaining valves. Quite frequently we have thirty cars of air in a train of forty or forty-five cars, and we never have any trouble with an eight-inch pump furnishing air enough for all the brakes. In case there is enough air for the engineer to control the train in making all stops, we require him to do so. The trainmen are required to be on top approaching all crossings or water tanks and regular stops to assist in case the engineer can not control his train. We had one or two cases of trains breaking in two, one in particular where the separation was only one or two car lengths, and the two ends collided when stopping at a railroad crossing. In that case the engineer had failed to look back before applying his air. I think seventy-five percent of the cases of this sort are caused by neglect of some of the train crew. It is no uncommon occurrence for an engineer to close his throttle and set his air brakes without ever looking back to see if his train is all together or not. After the engineer shuts off steam a pin jumps out or a knuckle opens, and trouble follows.

Mr. Armstrong: If a fellow is holding from the rear end they are not likely to strike so hard. Mr. Nichols has been making some experiments at Blue Island in the last few days, and I should like to have the results of those experiments if we could get them.

Chairman: I suggest we defer further discussion of this subject until our next meeting, and get the two plans together.

Mr. Campbell: I should like the expression of the members personally as to what percent of air cars should be used in freight trains.

Mr. Armstrong: Use all you have and keep getting more.

Chairman: That is my idea exactly.

Mr. Greenough: We use all the air available.

Mr. Milliard: We never limit our men, but use all the air we have. Our braking is mostly done by the engineer, except when we have very few cars of air in trains, in which case braking is done from the hind end first.

Mr. Armstrong: I move that the thanks of the Association be extended Mr. Throop for his paper, and that the discussion be carried over until our next meeting, in the hopes that Mr. Throop and Mr. Nichols may both be here to take part therein.

Seconded and carried.

Uncoupling of Certain Styles of M. C. B. Couplers.

The question of cars equipped with certain makes of M. C. B. couplers becoming uncoupled in passenger trains on the road was informally discussed, and the point brought out that some master mechanics attribute the trouble to the switching of such cars with engines equipped with link and pin couplers, and the link reaching back and bending the pin holding the locking device.

Paper Expected from J. W. Riley.

Indianapolis, October 14, 1898.

Mr. A. J. Elliott,

Sec'y C. A. of R. R. O., Peoria, Ill.

Dear Sir: I have your letter of the 13th ult. I will be very glad to prepare a paper, and will do so as soon as I am able. I could not get it ready for the meeting this month, and may not be able to have it ready for our next meeting.

I will not be able to be present with you at your next meeting, as I will next Monday enter Dr. Eastman's Sanitorium to submit to an operation which will probably lay me up for a month or more, but when I am able I will prepare the paper.

Yours truly,

(Signed) J. W. RILEY.

Use of Cars in Local Switching Service.

Chairman: This question, as presented by President Besler and by Mr. Perkins, was discussed in this Division for about six months at one time. What is your further pleasure?

Mr. Armstrong: As some of our members desire to get away on the noon train, and as we have so small a representation here today, I should prefer to have the discussion postponed until we have a fuller meeting. I therefore move you to that effect.

Seconded and carried.

Comparative Strain on Bridges of Engines and Largest Sized Cars.

This question was discussed informally, the feeling being that, as there is a disposition and tendency toward larger capacity cars, the question of strain on bridges will have to soon be likewise considered.

Delay to Freight Trains Leaving P. & P. U. Yards.

Mr. Tompkins: One thing I should like to speak of before we adjourn. There have been a good many complaints of the manner in which freight trains are being made up, and the delays to trains in getting out of the yards. The general manager suggested that I bring the matter before the Association, with a view of having a Committee appointed, if you see fit, to study the situation, and if possible suggest a good way of improving it, if it can be done. I should like to have each road know more fully our manner of handling this business, the difficulties we have to contend with, and then assist us in improving the situation, not only on our own account, but on its own as well. We, for some roads, have to switch the trains in station order. Some roads operate on a tonnage basis, then comes the arrangement in the trains of air cars and nonair cars, certain kinds of cars in the rear end, etc., and these matters cut a strong figure when we are making up our trains. So long as the loading is kept up as late as it is now and the trains are scheduled as early as now, it is an utter impossibility to get trains out on time. For three years we have been trying to accomplish this, and the latter part of September last we took an arbitrary stand, with a view to setting the time so we could do the work and get the cars out, and we have been successful in most cases, although occasionally a train is delayed. I should like to have the Association appoint a Committee, and feel it would result in benefit to us all. Certainly the P. & P. U. and its officers are very much interested in having the work done as our friends desire.

Mr. Armstrong: What kind of investigation do you want us to make? We might meet you, say at 4:00 o'clock, some day and go down with you and see the switching done.

Mr. Tompkins: My idea is that the Committee could meet at, say 3:00 o'clock, when the lists are ready, and follow all the way down until the trains are ready to leave. That is the only way you can get an idea of the situation.

Mr. Starbuck: Are you making trains up in station order?

Mr. Tompkins: We try to make them up as the roads want them.

Mr. Starbuck: Suppose you try not making any trains up in station order. -

Mr. Tompkins: That would be an arbitrary stand we do not desire to take; we want to get the trains out as the tenant lines want them.

Mr. Starbuck: We are making our trains up in station order at Pekin. It takes about forty minutes, and we have plenty of room there.

Mr. Armstrong: Don't it cost you more to switch than it would the P. & P. U.?

Mr. Starbuck: That doesn't amount to as much as the delay to our trains by the arbitrary stand of the P. & P. U.

Mr. Armstrong: We can not do that. We go over to East Peoria, and there we are delayed more than we would be here.

Mr. Tompkins: What we want is your assistance, and we feel we can show it is impossible to do as all of you want done, or if there is any possibility of helping the situation, that you might suggest the method. Just at that time in the afternoon the passenger train business is very heavy. On account of the gauntlet single-track bridge, we can not get trains out between passenger trains.

Mr. Starbuck: It seems to me you are in a position to take an arbitrary stand.

Mr. Armstrong: That is just what he wants to avoid.

Mr. Starbuck: I know, but suppose the Committee can not agree. There is no use putting me on that Committee; I am willing to accept my trains without having them in station order. I want my trains on time.

Mr. Armstrong: I think we should all get together instead of having a Committee. Let Mr. Tompkins send out an invitation to all the lines when he pleases. We could go with him and stay it through.

Mr. Tompkins: My object was to get an expression from

the members, and if it is your desire to leave it in my hands, I will set a day for you to go with me. Of course some days we get trains out on time, and other days we can not do it. Then there is a complaint. No one wants trains out on time any more than we do, but we just can't do it.

(Several instances of difficulties were here narrated.)

Mr. Armstrong: Are you following out the schedule made some time ago for switching at industries?

Mr. Tompkins: Yes, but we are late, so that they will be ready for us.

Mr. Starbuck: Suppose you follow the schedule absolutely.

Mr. Armstrong: There could be no improvement of the tracks that would help in this instance.

Mr. Tompkins: Not that I can see.

Mr. Armstrong: I move the matter be referred to Mr. Tompkins, as a Committee of one to call a meeting of the parties interested some afternoon in the near future, at his convenience, to go over the matter.

Seconded by Mr. Campbell and carried.

Mr. Tompkins: This does not bar Mr. Greenough. We should be glad to have him with us also.

Mr. Campbell: You will not make that call on Saturday?

Mr. Tompkins: No, I will try and figure out a good day.

Mr. Armstrong: Monday would be a good day usually.

Visit of President Besler.

At this juncture Mr. W. G. Besler agreeably surprised the members by appearing in the meeting. After greetings the President called on him for some remarks.

Mr. Besler: If your business is not over, I feel it would be better to attend to that, and then talk on outside matters.

Chairman: Our business is over, so far as I know.

Secretary: I have nothing further.

Mr. Besler: There has been so much said about lack of interest in our meetings that it would be superfluous for me to

say more on that subject, but rather it would be more appropriate to discuss plans that will bring up the standard of our work to a higher plane. The Executive Committee of the Central Association had doubts on the question whether there was any call for interference or suggestions on its part as to the work and matters to be discussed in the different associations. The feature of lack of interest in the local association's work strikes us most forcibly. The officers of the Executive Committee took the one subject, as per our circular letter, not because it was best adapted, but as it was one of great revenue to the railroad companies, and perhaps one upon which we could get together; and, further, there was no discussion on this paper in the Indianapolis meeting. We therefore took up this subject in the form you now have it. I indicated in this circular my views, so that you know how I feel on the subject. I should like to receive from you your opinions and expressions in regard to what line might be followed up by the Executive Committee from which any benefit could be derived by the Association in Peoria. Let me have the benefit of your opinions and the thoughts you have on this subject.

Mr. Milliard: You mean with regard to covering the same idea as given in your circular?

Mr. Besler: Any way in which the Central Association could be of benefit to the Peoria Division.

Mr. Milliard: I think if all Divisions discuss the same matter on the same day, a collaboration of opinions would be of great benefit to all of us. The Executive Committee could outline the work and take up the same work in all Divisions, the same as if we were one body. I do not know about the constitution, whether that is our form to take this up or not.

Mr. Besler: I think the constitution of the Peoria Division is very much like that of the Central Association proper; there is not much difference in the wording. We may, gentlemen, be doing well enough as we are, each Division taking up local matters in its own Division, and the minutes published for the general benefit of all Divisions; or perhaps there is too great a

diversity of opinion existing. Some want a great deal done, others want nothing done. If we could strike a happy medium and stimulate our members to make greater efforts, we would all receive a benefit from the Central Association, for which the railroads, who are paying our expenses, desire that we should come together. I don't think it is the desire that we should disband. Enough has been done in the past to warrant our continuing, even if nothing were done for many months. Wherever there is interchange of opinion there will be a development of good ideas, and a benefit to some if not all.

Mr. Starbuck: I have thought of one matter several times and have heard objections to it, and that is, as we have uniform books of rules, why not have uniform books of discipline, uniform standard scale of discipline, varying in form to accord with the infraction of the rules? I have a man guilty to the extent of thirty days' suspension. I carry out the rules of the Association, and say to the man, "There is no argument; I have simply carried out the rules agreed upon." It seems to me it is a good matter for the Central Association to take up, if they think there is meat in it sufficient to present it for discussion to the local associations.

Mr. Besler: I am afraid the plan of fixed punishments would have few adherents. I have not in mind a single official who advocates fixed punishments, and believe you would not favor that plan.

Mr. Campbell: I believe the Illinois Central have some fixed punishments; say a man runs through a switch, the first time it is five days, next, ten days, etc.

Mr. Besler: I remember one man who had a set of such rules that died of their own weight. For instance, for carrying home waybills, first offense, one day; second, five days; third, three weeks; fourth, two months, etc., but, as I said, they died of their own weight.

Mr. Starbuck: He was going too much into detail. -

Mr. Besler: This administrative feature is what we are here for. The man who is the most successful in applying

discipline is, in the long run, the best man for his place. It may be a disagreeable feature, but we must take the bitter with the sweet, and on my road I handle such matters the same as if I owned the property. The great majority take that view of the matter, and will not say what to do in any particular man's case. I must take the consequences for my own acts, and I would not be responsible for such consequences if the matter were taken out of my hands by some such arbitrary rules.

Mr. Starbuck: These are the thoughts I hoped to bring out by advancing my ideas.

Mr. Besler: If we secure sufficient good for ourselves and our companies, and are giving the benefits to all Divisions through the proceedings, perhaps the Central Association need have no concern as to the separate Divisions. The Peoria Division has been very active in soliciting papers, having a Committee appointed, and, in case the man is not prepared when his paper is due, continue the efforts until the paper materializes, and it then appears in the proceedings. I read your proceedings carefully, and if I should offer any criticism it would be that after the paper is presented, if the author is not present, motion is made to postpone the discussion, and I fail to find that the discussion takes place later along, and that is the end of a paper of considerable merit. Perhaps this criticism is not warranted, because it may be that the discussion does take place, but the record of it does not appear in the minutes.

Secretary: That is quite true in many instances. A member will turn to me and say, "I don't want this to appear in the proceedings," "you need not take this down," etc.

Mr. Tompkins: A great many discussions are entered into by officers who do not care to be quoted for fear their ideas may conflict with those of their superior officers. This is especially true on large roads, where the representative here has not absolute control.

Mr. Besler: You will see the circular had in mind trying to bring the Divisions into line on subjects and lines of practice, and I am glad to receive as much discussion as we have had

today. I find it a difficult matter to get more out of the Divisions than we are now getting. That we might secure greater results in our associations there is no question. We can not do for a man what he won't do for himself. There are few who go in to get all they can from our meetings. It is useless to cast pearls before swine by attempting to do anything for others.

Secretary: In the St. Louis Association you have a rule requiring that everything said shall appear in the minutes.

Mr. Besler: That is somewhat flexible for reasons you have stated in regard to your association here.

Mr. Besler: I believe it would be a good thing if this Division would come in a body and meet some time with the St. Louis Division, or that the Peoria and St. Louis Divisions should both get together and meet with the Indianapolis Division on some day. I feel the going to Chicago and Cincinnati, when the St. Louis Division was on its last legs, helped it out materially. If I do not agree with a man, I don't need to quarrel with him, but we can gather up many good points, like the superintendent did from his sectionman, whom he found with an old pair of overalls on, stuffed full of grass, over which he had poured a bucketful of water, and was putting out more fire along the right of way than anybody could with a sprinkling-can. We will find many good points by coming together in these meetings.

Chairman: Like another sectionman, who in reply to the query, what are the three best things to do for a dirt track? replied, "Drainage, drainage and more drainage."

Adjourned 12:30 p. m.

R. B. STARBUCK,
President.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, November 11, 1898.**

Meeting called to order at 11:20 a. m., with Vice-President Perkins in the Chair.

The representation was as follows:

Mo. Pac. Ry. Not represented.
L. & N. R. R. Not represented.
M. K. & T. Ry. MR. A. T. PERKINS Supt. Term.
B. & O. S-W. Ry. MR. H. C. BARNARD. . . . Supt.
C. C. C. & St. L. Ry. Not represented.
C. & A. R. R. Not represented.
T. St. L. & K. C. Ry. Not represented.
St. L. C. & St. P., and
 C. P. & St. L. R. R. MR. C. MILLARD Supt.
L. E. & St. L. Ry. Not represented.
Ill. Central R. R. Not represented.
St. L. P. & N. Ry. Not represented.
St. L. Transfer Co. MR. W. G. BESLER.
St. L. K. C. & C. Ry. MR. F. X. ROEDERER Agent.
Term. R. R. Ass'n. MR. E. DUNLOP. Supt.
St. L. & S. F. Ry. Not represented.
Wiggins Ferry Co. MR. J. J. BAULCH G. F. A.
T. H. & I. R. R. Not represented.
C. B. & Q. R. R. MR. W. G. BESLER. Supt.
 " MR. J. A. GLOVER Chief Dis.

St. L. K. & N-W. R. R. MR. A. T. PERKINS Supt. T.
M. & O. R. R. MR. H. W. CLARKE Supt.
Wabash R. R. MR. J. A. HEETHER Trainmaster.
“ MR. J. A. ROEDERER Agent.
St. L. Nat'l Stk. Yds. MR. W. G. BESLER.

Vice-President: President Sands will be unable to be with us today. The minutes of the previous meeting have been sent out in printed form; if no objections they will stand approved.

We have no unfinished business excepting reports, which will come up in proper time. The Secretary will read such correspondence as he may have.

Secretary: Under your direction I wrote Secretary Allen, of the American Railway Association, as follows:

Your attention is respectfully called to the resolution below, which was adopted at our meeting of October 14 last:

“Resolved, That this Association recommend to the American Railway Association that a charge of fifteen cents per car per day be made for use of all cars handled on terminals of all railroads, including belt, transfer and switching roads, the earnings to be remitted to the owners of the cars.”

His reply is as follows:

New York, October 22, 1898.

Mr. F. E. Anderson,

Secretary C. A. of R. R. O., St. Louis, Mo.

Dear Sir: I desire to acknowledge receipt of your letter of the 19th, respecting action taken by your association on October 14, in reference to charge to be made for cars handled on terminals, etc. A copy of your communication has been forwarded to Mr. J. B. Hutchinson, Chairman of the Committee on Car Service of this Association.

Yours truly,

W. F. ALLEN,
Secretary.

I have also the following communication:

Norfolk & Western Railway Co.

Roanoke, Va., October 25, 1898.

Mr. F. E. Anderson,
Sec'y Central Ass'n Railway Officers,
St. Louis, Mo.

Dear Sir: Will you kindly advise how you figure the number of days in determining the time for which rental should be paid on passenger equipment loaned to other lines.

The third resolution, as shown under the rules of the American Railway Association Car Service Classification, specifies that a certain charge shall be made per day, but it does not specify how the fraction of a day shall be determined.

For example, if we loan five cars to one of our connections, and they keep them an aggregate of one hundred and seventy-three hours, would you make bill against them for one coach for eight days, inasmuch as one hundred and seventy-three divided by twenty-four makes seven days and five hours? It is my understanding that, when the total number of days figured in this method is exceeded by any amount of time over one hour, that it has been the rule to count that one hour as one more full day; if the time fell short of one hour, that time was to be thrown out.

If this is not your method of determining this, will you kindly say what methods you do employ.

Yours truly,

L. E. JOHNSON,
General Superintendent.

A copy of this letter was sent to the members, and up to date I have received replies from but eight.

Vice-President: We have several Committees to report, the first of which is Committee on Rates for Transfer of Carload Freight. I have prepared a report, which I will read. It has not yet been signed by the other two members of the Committee. Mr. Barnard, being here, will no doubt make any objections he sees fit.

St. Louis, November 11, 1898.

Mr. Geo. L. Sands,

President St. Louis Div., C. A. of R. R. O.

Sir: Your Committee, appointed to prepare a schedule of rates to be paid for transferring carload freight at St. Louis and East St. Louis, find:

(1) A considerable difference in the present rates paid by the different railroads for that service.

(2) A wide difference in the circumstances under which the transferring has to be done on the terminals of the various roads.

(3) A considerable difference in the class of commodities transferred by the various roads.

(4) A decided difference of opinion on the part of officials of the various roads as to what ought to be paid.

In answer to request sent out for written expression of opinion as to whether a schedule on a tonnage basis or on a per car basis should be presented, eleven answers were received. The M. K. & T., C. P. & St. L. and St. L. K. & N-W. wished a schedule on a tonnage basis. St. L. P. & N., Missouri Pacific and M. & O. wished a schedule on a per car basis.

C. C. C. & St. L., C. & A., L. & N. and C. B. & Q. asked that schedule be presented both on a per car basis and on a tonnage basis, so that roads could use whichever they saw fit. The Bridge Company was not particularly interested, and was satisfied with either.

Your Committee has obtained statistics showing the rates of transfer in effect on the various railroads. The prices paid run all the way from 50 cents to \$3.50 per car, where transfer is done on a per car basis. Some roads, for example, the Illinois Central, C. & A. and Vandalia Line, do transferring with their own laborers, to whom they pay 12½ cents per hour, except on grain. Most of the roads who pay on a per car basis do the work through a contractor.

There seems to be a disposition on the part of several roads not to make any change from their per car basis to a tonnage

basis at present until forced to do so, for the reason that the average lading of cars is gradually increasing, and as long as they can get their work done on rates they are paying at present, they are getting it done a little less and less all the time. Some of the roads do transferring right near the freight house; some, very often in their outer yards, where labor may be more or less plentiful; some have high and low tracks for transfer of grain; some roads have a large amount of transferring to do, and can furnish steady employment to a considerable number of men, thus getting labor more cheaply, while other roads do very little transferring, and when occasionally large lots of freight come for transfer, they naturally have to pay rather more to get it done.

Your Committee therefore believes that it can not recommend at the present time a schedule that will be satisfactory to all concerned, either on a tonnage or per car basis.

The statistics which the Committee has compiled can, if so desired by the Association, be mimeographed and sent out to the members simply for their information.

The Committee therefore requests that it be discharged.

A. T. PERKINS,

Chairman.

Mr. Besler: Why is it not possible to compile a statement in the form asked for—tonnage or per car? Are the figures at so great variance?

Vice-President: Yes, the difference is quite striking in a good many cases, and therefore the Committee compiled statements taking in all sorts of commodities; these statistics can be, if the Association so desires, mimeographed on a sheet and supplied to the members. It would probably take a man two or three hours to make it up. Quite a good many of the local freight agents of the various roads met, and their opinions about the matter were very diverse also. I would like to have Mr. Barnard give his views on the matter.

Mr. Barnard: I do not like to sign such a report, because I feel we should complete what we were appointed to do. I do

not hope to reach any conclusion; so far as we are concerned, our company is transferring on a per car basis. In meeting with the local agents, as Mr. Perkins remarked, their difference of opinion was very marked; each one had an idea that under his particular plan he could transfer cheaper than under a prescribed schedule. What brought this matter up to me was that we had a good deal of car-to-car transfer. In looking over the schedule I found several other roads were paying decidedly more than we were; at other times it was difficult for us to get labor at their price. With one exception, there was but one road paying the schedule of 1893; all the rest of us were paying decidedly less. If it is possible to carry this thing further to a finish, I would be glad to give it more attention. I have been so busy of late that most of the work has devolved upon Mr. Perkins.

Mr. Clarke: Could the Committee not get together and recommend something?

Mr. Perkins: The failure of the Committee to recommend a definite schedule is not due to lack of meetings; the matter has been taken up and discussed a good deal. I tried to outline in my report the difficulty in the way of reaching a schedule that would be satisfactory to all, the results showing what a difference there was in the conditions under which transferring was done by the different roads. The eastside lines have a decidedly different class of freight for transfer than the westside lines, and even between the roads on the eastside there is quite a little difference.

Mr. Besler: I do not know as I should want to bind myself to pay a uniform price, because all the other lines were paying a certain price. Had I some facilities that enable me to do the work cheaper than my neighbor, it would be reasonable to suppose I would take advantage of it; the same of course would apply to him; but if we could have submitted to us by the Committee a price that would be about what is the average paid by the various lines, then I could take that list and pay either over or under it, as I would have to recognize it as a basis. I

doubt if we could undertake to pay uniform rates on all business. It is not the practice to pay all our help the same prices; conditions change with the surroundings. I still should like to see a report made by the Committee submitted to the Association, and then we could take up with our agents, and if the agent thinks he can do better than that, well and good, or he can show why he can not get the work done at the figures named. Mr. Perkins, why do you ask for the Committee to be discharged without making a report?

Mr. Perkins: The idea under which this Committee was appointed was to recommend a schedule to be agreed upon by this Association for payment of transferring carload freight, and the Committee found that, in its opinion, no schedule could be offered to the Association which would be anywhere near unanimously agreed on, and if it could not present a schedule which there was no chance of being accepted, the next best thing would be to present the statistics mentioned in my report today. All that the Committee feels that it can do further is to present a statement of what, in the individual opinion of the members of the Committee, is about a fair price per ton for transferring freight. That would simply be an individual opinion from the members, and would not be necessarily a recommendation that other roads need follow. I know about what I think is proper for transferring, and my opinion is based largely on the circumstances that govern on our own line, but they do not govern on other lines. If the Association desires, however, the Committee can go over the matter again.

Mr. Barnard: I would be very glad to do so.

Mr. Clarke: Let the Committee make a recommendation.

Mr. Perkins: It looks to me as if there were just two points: First, whether the Association wishes to pass a resolution authorizing the publishing of the statistics compiled by the Committee; or, second, whether the Committee should be discharged or continue their efforts.

Mr. Besler: I move that the report of the Committee be accepted and the Committee continued, to make further report

at our next meeting, covering a schedule or prices to be paid, which are, in the opinion of the Committee, to be fair and equitable.

Mr. Clarke: I second that.

Mr. Baulch: Have the Committee made a report showing the maximum and minimum charge, as they have been able to get it? I do not know if prices of labor in East St. Louis are uniform or not.

Vice-President: It is moved and seconded that the report of the Committee on Schedule to be paid for Transferring Car-load Freight be accepted, with the exception that the Committee is to be continued, with instructions to make further report, presenting a schedule which in its opinion is a fair basis to pay for such service, and that the Committee shall, for the information of the members of the Association, compile a comparative statement of the rates at present paid by the different roads, the understanding being that the Committee has that information in its possession.

Carried.

Vice-President: As neither Mr. Adams, Mr. Bayley or Mr. McCourt, of the Committee on Drip Valves on Refrigerator Cars, are present, unless there are objections it will be allowed to go over until some one of the Committee is present.

Vice-President: One other Committee not discharged, and that is on Rules for Interchange of Empty Cars. In accordance with the minutes of the last proceedings that Committee has gone as far as it can, and we are now waiting on the Joint Car Inspection Association. They have had no meeting, hence we can do nothing. Unless objection the Committee will be continued until such report is received.

Vice-President: Under the head of new business we have the matter of action to be taken on letter from Mr. Johnson, of the N. & W. R. R., asking about payment of rental for passenger equipment loaned. The Secretary stated at the beginning of the meeting that he had replies from a few. If the Association cares to hear them, we shall read them.

Mr. Besler: Are the replies uniform?

Secretary: Some charge for fractional days, others charge only for whole days. They do not carry it out as Mr. Johnson suggests; they let each car stand on its own footing.

Mr. Besler: It might be well to make reply that we have no uniform charge, but can give him the replies received. It is a matter of practice between the lines.

Vice-President: Anything further to suggest in regard to this? If not, the Secretary will reply in the line of Mr. Besler's suggestion.

Mr. Dunlop: I would like to have an expression as to the necessity for providing a link and pin at the ends of trains that are equipped with vertical couplers. Say a train of twenty cars delivered in our yard with the vertical coupler in the end, in my opinion such delivery should be provided with a link and pin in one end of the train and a pin at the other end.

Mr. Besler: Some two years ago I took that matter up with your Mr. Carson to express himself, and he thought he could not confine himself to any particular practice. If I come to your yard and find a string of cars, the head end of which was M. C. B., and I had common coupler, I must find the link and pin. If I leave the car with common coupler, the link and pin in one end and pin in the other remain.

Mr. Dunlop: I believe that stand is rather premature. I do not think it should be taken until the law requires all cars to be equipped with M. C. B. couplers. The matter is quite an expensive one to us. Mr. Barnard, how do you feel about it?

Mr. Barnard: I believe I agree with Mr. Besler. It seems to me that would be equity. For a terminal company it is more of a question than to an independent line.

Vice-President: Why would it not be well to adopt a rule to go into effect January 1, when the law is effective?

Mr. Besler: If you had a common coupler, and next to it was M. C. B., and the common was to cut loose, you would pull the pin on the M. C. B. and take it with you.

Mr. Dunlop: That is not the manner in which we handle

trains. For example, you come to us with a delivery of, say twenty cars with M. C. B.s on opposite ends, and we place that delivery on a track next to car with link and pin coupler; common rules require you to couple your train to the car already there. Now you can not do that without a pin, and possibly a link. I believe it would be well to adopt some sort of a rule covering both sides of the river.

Mr. Besler: I believe we would not be far from right in saying M. C. B. couplings carry nothing.

Mr. Dunlop: You can not but admit that in placing cars on receiving tracks the cars should be coupled.

Mr. Besler: That depends on the rule of the company.

Mr. Clarke: I think Mr. Besler is right.

The matter of changing the hours of meeting was then brought up, it being held by some members that the fact that the Central Association met on the same day that the St. Louis Railway Club met had a tendency to lessen the attendance at the former's sessions. It was claimed by the opposition that such an argument would not hold good, because this Association met in the morning, while the Railway Club convened at 3:00 p. m., and the two meetings on the same day was rather in favor of all members, in that it attracted members living outside of the city, who could not, perhaps, make it convenient to attend both meetings were they held on separate dates. Meetings will continue to be held as heretofore.

A. T. PERKINS,
Vice-President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., November 9, 1898.

The meeting was called to order at 2:15 p. m. by Vice-President Carson.

The representation was as follows:

A. T. & S. F. Ry.....MR. J. W. STARRSupt. Ter.
C. & A. R. R.....(Not represented.)
C. R. I. & P. Ry.....MR. W. H. STILLWELL..A. G. Supt.
“MR. C. W. JONES.....Supt.
“MR. J. R. BLAIR.....Trainmaster.
“MR. W. S. TINSMAN.....Trainmaster.
H. & St. J. R. R.....MR. E. G. FISHAsst. Supt.
“MR. J. P. CUMMINGS....Agent.
K. C. F. S. & M. R. R..MR. H. S. MITCHELL ...Div. Supt.
“ “ ..MR. W. H. CHURCHILL..Ass't T. M.
“ “ ..MR. E. F. EDGECOMB...Agent.
C. M. & St. P. R. R....MR. D. W. RIDER.
M. K. & T. Ry.....MR. L. W. WELCHSupt.
C. G. W. Ry.....(Not represented.)
St. L. & S. F. R. R.(Not represented.)
K. C. St. J. & C. B. R. R.MR. E. G. FISHAsst. Supt.
Mo. Pac. Ry.....MR. C. E. CARSON.....Supt. Ter.
Un. Pac. R. R.....MR. G. N. CURTISAgent.

Wabash R. R.....MR. JAS. LAUGHLIN.....Trainmaster.
“.....MR. U. B. DARNALL.....Agent.
K. C. N. W. R. R.....MR. C. E. CARSON.
K. C. P. & G. R. R.....(Not represented.)
K. C. Belt Ry.....MR. D. W. RIDER.....Supt.
Union Depot Co.....(Not represented.)

President: Unless there are objections, the minutes of the last meeting will stand approved as printed.

President: What is there under Unfinished Business?

Secretary: The brass-stealing question is still undisposed of. Since the last meeting I have secured, through the kindness of Judge Robinson, a copy of the Ohio statute on this subject, which is as follows:

Sec. 6861 (Bates' Annotated Ohio Statutes, Revision of 1897). That it shall be unlawful for any person or persons without proper authority, to place any obstruction on any railroad, or any street railway, or any cable railway in this State, or displace, injure or destroy anything appertaining thereto, or interfere with, remove, displace or disarrange any rail, crosstie, switch, sidetrack, locomotive, car or train of cars, or other property appertaining to such railroad, street railway or cable railway, or interfere with, remove, displace or disarrange any flag, lamp or other signal attached to or employed upon any railroad, street railway or cable railway, or upon any railroad car or train of cars, or upon any street railway car, or cable railway car, locomotive, switch or other property appertaining to any such railroad, street railway or cable railway, or remove from, disarrange or destroy any lock, fastening, coupling or attachment on any track, car, switchstand, toolhouse, depot or other property of any such railroad, street railway or cable railway.

Any person violating any of the provisions of this section shall, upon conviction thereof, be fined not more than \$500 nor less than \$25 and imprisoned in the penitentiary not more than ten years, or in the county jail not less than thirty days.

President: What is your further pleasure, gentlemen, with regard to this matter?

Mr. Rider: I move that it be referred to a Committee to

take action on and make a recommendation as to what should be done toward having some legislation of this kind enacted in the State of Missouri, report to be made at the next meeting.

The motion was seconded by Mr. Stillwell and carried.

President: I will appoint on that Committee Mr. Rider, Mr. Mitchell and Mr. Stevenson.

President: What other Unfinished Business is there?

Secretary: The matter of Interchange of Transfers. Here is another letter from Secretary Boyer, of the Kansas City Joint Car Inspection Association, received since the last meeting, as follows:

Kansas City, Mo., October 14, 1898.

Mr. C. E. Carson,

Vice-President C. A. of R. R. O.,
Kansas City, Division.

Dear Sir: Replying further to your letter of September 13 to Mr. F. Baker, Chief Joint Inspector, relative to the advisability of your Association modifying its rules of interchange to admit of engines which make special transfers to connecting lines bringing back anything in the nature of a special transfer which the receiving line may have for the delivering line, thus saving an extra movement. This matter was taken up at our regular meeting Tuesday and discussed, and it was decided that, owing to there being no inspector at the point where the returning car would be picked up, and the great difference in the methods of the different lines in handling cars, that it would not be practicable to enter into such an arrangement, so far as inspection is concerned. Action was taken on this matter in the shape of a motion, which was carried, as follows: "It is the sense of this meeting that it would be impracticable to shift the responsibility from one company to another, and whoever handles a car shall be responsible for the car while in their possession."

Yours truly,

(Signed) C. H. BOYER,
Sec'y and Treas.

President: I am largely responsible for this question being discussed at the previous meetings, and will say in reply to this letter that when we first discussed this matter it didn't make any difference to me at which end of the transfer the inspection was made, and that was simply offered to the Joint Car Inspection Association as a suggestion. It would be perfectly agreeable to me if the inspection was made at the point where the special car is picked up, and the line whose engine handles the car be responsible for any damage which might occur to it from the foreign yard to the receiving line's yard, and I still believe that this is a reform that does not belong to the twentieth century, but should be adopted at this time.

There have been many changes at Kansas City during the past few years as to the method of handling business. I recall very distinctly a number of years ago when the subject was first broached of the advisability of dispensing with check clerks at freight houses; that is, clerks going from one freight house to another and checking freight to their line, and also sending them to packing houses. It was considered at first impracticable, and that it would lead to endless trouble, claims, etc., but after it was given a trial it has proven, I believe, eminently satisfactory, and resulted in a great saving to all of the lines at Kansas City. I believe that this is something of the same kind. The idea is to reduce the number of trips of switch engines between yards. We are unfortunately situated at Kansas City with the Union Depot, having so many transfers to handle through it that it is desirable that we should curtail the movements as much as possible. We are all interested in that on account of our passenger business, and these special transfers that we take through the depot are usually made in the evening at a time when the passenger business is very heavy.

If anybody has anything to offer on this subject, would be glad to hear from them. I will ask the sense of the Association as to what objection they see to the inspection being made where the car is picked up. It would require, of course, some rearrangement of our inspection methods.

Mr. Welch: Isn't that the proper place to make the inspection?

President: I suggested to the Joint Inspection Association that it might be advisable to make the inspection at the receiving line's yard, presuming that the engine which took the transfer to another yard and brought one back would be able to handle it as carefully and as free from accident as the delivering road, but the Joint Inspection Association regards that as impracticable, and it might lead to controversy that would be unpleasant. I would not insist on anything of that kind, although I believe if it was carried out and an agreement made between the lines it would even itself up in the long run.

Mr. Welch: They would want to claim that a car was all right when it started out, and that it was not all right when it got back.

Mr. Mitchell: It might be well to leave it to the option of the delivering road. If they would be accommodated enough by having the other line's switch engine take the car from their yard to take the chances of any accident occurring between the two yards, it would be all right, of course barring a wreck.

President: How shall we dispose of this matter?

Mr. Laughlin: There are some roads with which the Wabash could handle the business that way. For instance, in delivering a transfer into the Missouri Pacific or Union Pacific yard, but I understand that if we set a transfer to the Scott, it will be delivered at Twelfth Street, while their transfers to connecting lines are made up at the other end of their yard. That would result in delay, if we had to go to the other end of their yard for a transfer.

President: It is only to be expected that this arrangement could be put into effect between such roads as the conditions would permit. We could not expect a line, where the receiving and delivering connections are at different points, to go down in the yard for a transfer, but where they are made at the same point. It would be only a few of the lines that could make such an arrangement.

Mr. Mitchell: Would it not be best to let those that can handle it in this way when practicable?

Mr. Rider: I move that it be left to the lines interested to make special arrangement between themselves.

The motion was seconded and carried.

President: The next in order is Correspondence.

Secretary: I have a letter from Secretary Fetter as follows:

Cincinnati, Ohio, October 18, 1898.

To All Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: I send you today, under separate cover, supply of circular letter from Mr. W. G. Besler, President, Central Association. Kindly distribute same to your members at once, and have the matter receive attention at your November meeting.

Yours truly,

(Signed) O. G. FETTER,
Secretary.

This refers to the letter which was sent out with the October proceedings, in regard to discussion of paper presented at the Annual Meeting by Mr. A. T. Perkins, entitled "Use of Cars in Local Switching." This paper appears in the proceedings for the month of July, 1898, page 359.

President: I presume all the members of this Division have received this circular letter and are prepared to discuss it.

Mr. Rider: Mr. President and Gentlemen, There are many who will perhaps differ with the opinions or views which I am about to express, and it is right and proper that they should. I do not pretend to think that I know more or perhaps as much as others, but I understand from Mr. Besler's circular that our Executive Committee desires a general discussion of the subject so ably presented by Mr. Perkins.

It is impossible on so short notice to cover all the questions that can be raised by this subject, nor shall I endeavor to do so. Mr. Perkins' paper not only covers the question propounded in its title, but the question of switching rates, which is more vital

than the use of cars in local switching service. The latter was settled long ago by the Superintendents' Association at Kansas City, fixing a rate of \$3.00 per car for car rental, which is to be paid to the owner of the car, and while it might be a foreign car to any of the roads terminating at Kansas City, the "owner" was fixed as the road bringing the car into Kansas City. Why it was fixed at \$3.00 I do not know. I am satisfied that that rate is low enough, and while some may not consider it high enough, it can be defended on good grounds, especially if the car is loaded promptly and promptly unloaded, and is not permitted to be too heavily loaded.

With a general observance of the car service rules, such as are enforced at Kansas City, I believe it is a moderately fair return for the use of the car.

The questions proposed by Mr. Besler, President of the Association, and brought up by this paper, open up a field for discussion that is almost unlimited.

Question number one, "Under the ordinary prevailing conditions, at what rate per car can a railroad company undertake to handle switch business?"

The first question that comes to my mind is, what is meant by "ordinary prevailing conditions"? Are there any two railroad companies where the conditions are the same, or practically similar? By conditions, I take it, is meant facilities, and that one word covers a multitude of sins. The facilities of nearly every road in this country have been started at nothing and have been added to piecemeal, just as the company could afford to buy this or that piece of real estate on which to lay its tracks, and that have continued to add to it as the business grew, without any regard to making yards where the business could be handled economically, either being cramped for room in sidings or in leads. I do not wish this statement to be understood as a criticism of anybody. It was the natural course of events. No one could foresee the needs of any of the roads, or if they did they were unable to secure the funds to provide proper terminals.

What is true of the railroads with their own facilities is also

true of industries, whose facilities are inadequate to their needs and unhandy and expensive to handle cars over. But the fact remains as I have stated.

No man can tell from merely looking at a yard whether it is laid out so the business can be done quickly and economically, but I am speaking in a general way from knowledge gained by experience in many of the largest cities of the United States. Few roads are in a position to say what is a fair rate for switching service, because their local switching is so intermingled with their train service switching, and the difference between the industry switching and the train switching is so great that one would be surprised if they closely examined the expense of doing both kinds of switching; and I take it that few will agree with me when I say that the expense of train switching is lessened by the increase in business, while, on the other hand, the expense of industry switching in the large cities is increased by the increase in business. I did not believe it myself until after investigation. I found that while the earnings increased 14 percent the expense increased 28 percent, and that was where every dollar that could be saved was saved, but the great expense in industry switching is the time it takes to do the work.

It is fair to say here that the managements of all of the roads centering at Kansas City realized years ago that a switching charge of \$2.00 per car for industry switching was too low, and in 1895 a joint effort was made to increase the charge to \$3.00 per car. The result was that all of the roads were summoned before the Railroad Commissioners of Missouri. The first meeting was held at Jefferson City on December 5, 1895, and adjourned from that hearing to meet at Kansas City on December 16, 1895, where the hearing was continued, and the advance from \$2.00 to \$3.00 was defeated for two reasons: It was opposed by the management of the C. R. I. & P. Ry. for purely selfish reasons, admitted on the stand by Mr. M. A. Low, their General Attorney and President of their western system, for the reason that they had no industries located on their tracks, and they were compelled to pay out more for switching than they

received, and for perhaps another reason, that it would make the Rock Island Road more solid with the receivers and shippers of freight. My recollection is that Mr. Low testified on the stand before the Commission that the railroads had to maintain terminals anyway, and that, while he could not give the exact cost of doing the work, that two dollars was all the roads ought to have. Strengthened by the fight on the advance that the Rock Island made, and as it was on the eve of an approaching election, the Commission determined, for purely political reasons, without a shadow of grounds to substantiate it, that the railroads were not entitled to charge more than two dollars for switching. It is true that this decision was never rendered by the Commission, but the intimation was given out that the Commission would so decide, so that the railroads withdrew their rate and went back to the old charge of \$2.00, which was proved without question did not reimburse the railroads for the cost of doing the work.

The belt roads, both the Kansas City Suburban Belt and the Kansas City Belt, were in a better position to testify as to the cost of switching than the other lines, because their switching expense was separate, and had been so kept for years. The Kansas City Belt Railway showed the Commission that for six years' switching—1889 to 1894, inclusive—the average revenue received for switching was \$2.27 per revenue car; the operating expenses, \$1.69 per car; the interest, \$2.24 per car; the taxes, 30 cents per car; and that, had it not received a revenue from rental, it would have lost \$1.96 per car. But during these six years it received an average from rental of \$2.07 per car, and 13 cents per car on the taxes, so that, in order to make both ends meet, it should have received \$4.23 per car as the average switching earnings, showing a loss for these six years of \$1.96 per car in its switching revenue. Even after the rate was advanced to \$3.00 per car the average rate received for the year 1894 was \$2.86 per car; the operating expenses, \$1.89 per car; fixed charges, \$2.76 per car. This shows that without rental, etc., the road to have paid fixed charges and expenses only. In

1894 the rate per car would have had to be \$4.89. The Suburban Belt made a somewhat similar showing. Mr. Roraback, at that time Superintendent Terminals of the A. T. & S. F. Ry., made a very able statement throughout in behalf of that road, showing that they were losing money on their switching business.

Would Mr. Besler call the conditions under which the Kansas City roads are laboring ordinary or extraordinary? As I have shown, the roads could not fix their rates, not only because of the opposition of the shippers, but of an important railroad company, whose interests should have been with the other railroad companies, instead of in opposition to them.

I believe I stated before that there are no two railroads operating under the same conditions; they might be similar in some respects, but there are great differences between the cost of the property, and even the cost of operating the property, because one road may be very hilly and another very level, the operating expenses of the level road being very much less than the expenses of a hilly road, and other differences too numerous to mention, so that it is a very hard matter to decide what is a fair switching rate for all roads, especially railroads operated in large cities, where the expense of operating and keeping pace with the demands for increased service and additional facilities require a continual increase in the expenses.

Maintenance of tracks of terminals is a very heavy item of expense. Where from \$25 to \$35 per mile per month would be a reasonable expense on single main track outside of the terminal, \$75 to \$100 per mile per month would be reasonable on terminals where traffic is very heavy. This, of course, covers crossing flagmen, repairs and renewals of street crossings, section labor, towermen and so forth.

Taxes are constantly increasing on terminal roads, and are a large item of expense. Crossing watchmen are a fixed charge; it is cheaper to build and maintain viaducts than to maintain flagmen.

I have shown \$5.00 per car to be a reasonable rate on the

Kansas City Belt Railway, and that would not allow for increase to facilities as they should be increased in a great and growing city like Kansas City.

In answer to Mr. Besler's second question. At Kansas City its belt roads make a charge of \$3.00 for the switching service and \$3.00 for the use of the car which carries the load. If it is feasible at Kansas City, it ought to be elsewhere.

In answer to question number four I would say that private cars are a nuisance to terminal railroads, not on account of the expense of maintaining, but on account of the inability to get rid of the cars promptly in case the firm that is using them is unable to keep them busy, and therefore to a terminal railroad it is desirable not to have any private cars. In my opinion a terminal railroad should have enough box, coal and flat cars of its own to take care of its local business.

In answer to question number five. With the enforcing of the car service rules and a car rental charge of \$3.00 per loaded car, it would make the car earn about one dollar per day, which is a fair return for the investment.

In answer to question number six. The Kansas City roads have already decided that the car rental should go to the owner of the car.

In answer to question number seven. I do not think any such claim is justifiable.

In answer to question number eight. Car service or demurrage should go to the road which collects it, because they are put to the entire expense of such collection, and this expense is very heavy, and I do not believe any railroad would be willing to collect car service unless it could retain it.

In answer to question number nine. The remedy has already been applied at Kansas City as to the owner receiving \$3.00 for the use of his car.

There are a great many other points that could be brought out by Mr. Perkins' paper, but I have already taken up more than a fair share of the time, and there are, no doubt, other gentlemen who desire to be heard on this question.

After some further discussion, the following motion was offered:

Mr. Mitchell: It seems to me that Mr. Rider has covered the matter so fully that it will be no more than right for this Association to let his remarks go to the President of the Central Association as an expression of the opinion of this Division, and I will offer a motion to that effect.

The motion was seconded and carried.

President: The next is Reports of Committees. There was a Committee appointed at the last meeting to make further report on the stockyards question. That Committee is ready to report.

Mr. Stillwell: (Reads report as follows):

Kansas City, Mo., November 9, 1898.
Central Association of Railroad Officers,
Kansas City Division.

Gentlemen: Your Committee, appointed to verify the statements made by the Committee reporting at the last meeting on the matter of handling live stock at Kansas City and Chicago stockyards, has been unable to visit Chicago, and Mr. Palmer, one of the Committee, being unable on account of business to make any personal investigation, desired the balance of the Committee to report.

We attach herewith letter received from Mr. C. H. Hubbell, Superintendent Terminals of the Rock Island at Chicago, in answer to inquiry as to report of former Committee.

In view of the position taken by Mr. Child, of the Kansas City Stockyards Company, at the last meeting, the Committee thought it useless to try and prevail upon him to do anything further, but it is the recommendation of your Committee that the railroads composing this Association bring such pressure to bear upon the Kansas City Stockyards Company as will insure a change in the method of handling stock at Kansas City, as recommended by your former Committee.

Since the last meeting the conditions at the Kansas City

Stockyards, with regard to the loading and unloading of stock have even grown worse, several of the lines members of this Association having suffered serious delay, especially in loading stock, which is attributable to insufficient stockyards force. As an instance, one line ordered twenty cars of stock loaded at 5:00 p. m. recently, and there was seemingly no attempt made to get the cars loaded until after 9:00 p. m., and then only a foreman and three men were delegated to do the work. At 10:15 p. m. this crew was reinforced by four additional men, but by that time nineteen of the cars had been loaded. The loading was completed at 10:30 p.m. During all this time the railroad in question had an engine and train crew waiting for the stock, which not only caused unnecessary expense, but a serious delay to the train.

Respectfully,

(Signed) W. H. STILLWELL,
Ass't Gen'l Supt. C. R. I. & P. Ry.

(Signed) C. E. CARSON,
Supt. Ter. Mo. Pac. Ry.

The letter from Mr. Hubbell, referred to, is as follows:

Chicago, November 5, 1898.

Mr. W. H. Stillwell,
Ass't Gen'l Superintendent,
Topeka, Kansas.

Dear Sir: Referring to your favor of November 3, and also report of the Committee sent to investigate the manner of handling stock at the U. S. Yards, Chicago. I have perused same and also submitted it to our agent at the stockyards, and the Committee seems to have covered the ground thoroughly, and the condition as shown by them is correct.

As to your interrogation as to who breaks the seals and unloads the stock, would say that the stockyards employees do this, except in rare instances, when a commission man, regularly known and under bond to the Stockyards Company, is sometimes permitted to assist in the unloading. The chute-pen gate into the alley is locked, and there is no chance whatever

for the stock to be gotten away from the pen until a count is made by the official counter of the Stockyards Company, who unlocks the gate and delivers the stock to the consignees in the alley, and the responsibility of the roads ceases at that point. Thus you see it would be impossible for a commission man or any outsider to have access to the stock or get it out of the pens until it was officially counted and delivered by the Stockyards Company, as they always have a force on hand before any cars are allowed to be unloaded.

The price charged by the Stockyards Company for unloading is, as your Committee reported, 25 cents per car.

In talking with Mr. Tewksbury, he tells me we do not have a claim on an average of one in six months, which would seem to indicate that the Stockyards Company are pretty accurate in their method of handling the business.

Yours truly,

(Signed) C. H. HUBBELL,
Supt. Terminals.

President: You have heard the report of the Committee, what is your pleasure?

Mr. Mitchell: The Committee recommends that some pressure be brought to bear upon the Stockyards Company to insure better service. Can they suggest any method of bringing the pressure to bear?

Mr. Stillwell: I don't believe anything can be done through Mr. Child. His attitude at the last meeting clearly showed that. He would not admit that they would try to do anything, and I do not believe that he can be reached, except through the president of their company by the general superintendents and general managers of the railroad companies.

Mr. Mitchell: Did the railroad company who had the delay in loading referred to in the Committee's report take the matter up with the Stockyards Company?

President: They explained that the alleys and chutes were crowded with cattle, and that they didn't have as many men as

they ought to have had, but that they could not get them. As a matter of fact, the town is full of men, and they have turned away empty-handed at the stockyards many willing hands that were ready to work. My personal opinion is that the Stockyards Company are trying to run their business too cheaply, and at the expense of the railroads. They don't have enough men to unload stock, run it through the alleys, nor to load it, and if they can put three or four men loading twenty or twenty-five cars of stock, and it will take them until ten or eleven o'clock to load it, that costs them possibly two or three dollars, but the railroads will pay in overtime much more than that, besides the serious delay to that train and many other trains which may make connection with it along the line. It is far-reaching in its consequences, and I think a very serious matter.

The Stockyards Company persistently maintain that their methods are all right, and I believe, as Mr. Stillwell has stated, that the pressure should be brought through some of our higher officials on the highest authority at the stockyards. We need not expect any relief from Asst. Gen'l Manager Child.

Mr. Stillwell: I believe that the railroads running out of Kansas City should go into an agreement that in taking stock out of here in less than trainload lots that they would not hold their scheduled trains beyond the scheduled time for stock to be loaded. We frequently have our fast trains delayed, waiting for four or five cars of stock. Our merchandise trains for Ft. Worth, Denver and Colorado are delayed three or four hours sometimes, waiting for stock from the yards.

We used to have the same trouble with the packing houses at South Omaha, our fast trains being delayed two or three hours nearly every night. The packers would receive orders by telegraph late in the evening, and fill them the same day, and expect the railroads to take the cars out by holding their trains three or four hours. They finally had a meeting of the packing house managers, the stockyards company who do the switching and the railroads entering there, and made an agreement that orders received after 5:00 p. m. would go on the next

day's loading, and that they would have the stuff loaded and ready for the stockyards company to deliver to the railroads not later than 6:00 p. m., and that no railroad would hold its train for the freight. The result was that for nearly a year trains left on time. Then the heavy travel incident to the Omaha Exposition came on, and one thing led to another until they have got back now to about where they were before. There is a movement on foot now to get a new agreement.

President: I think that we can hardly put too much emphasis on the statement that Chicago seems to be able to make money in handling stock for 25 cents per car and give good service, while we pay 50 cents and get the poorest kind of service.

Mr. Stillwell: It is a matter that every road at Kansas City is interested in, and very much so.

President: That the Stockyards Company does not have sufficient men for loading and unloading stock is evidenced from the fact that sometimes large trains of stock stand at the chutes from thirty minutes to an hour and a half for men to unload them. I believe it is poor management, and that it is possible for them to work split tricks, the same as we do in railroad service; have men work, say from 5 to 9 in the morning and from 5 to 9 in the afternoon. They are more familiar with the situation than we are but there is one thing we do know—that we are not getting results, and yet we are paying for them dearly.

Mr. Darnall: Up to a year ago we had a great deal of trouble. Every time there was a delay we took it up with the Stockyards Company and got good results for a while.

Mr. Starr: Our experience is that when we have taken it up we have got worse service. I agree with Mr. Stillwell that the only way to get any improvement is to go over Mr. Child's head.

Mr. Fish: The whole trouble seems to be a question of men and expense. They would rather delay our crews and have us pay overtime amounting to ten or fifteen dollars than

put on more help at an expense of perhaps three or four dollars to them.

Mr. Starr: We have to put on sufficient men to handle our business. To illustrate, the freight houses at Kansas City, if they were able to take the volume of business poured at their doors between 3 o'clock and half past four, the closing hour, and string it throughout the day, could handle it for five or ten cents less a ton.

President: The railroads are expected to provide facilities and men to handle the maximum business, not the minimum. If the Stockyards Company would do this the trouble complained of would not exist.

It must not be forgotten that the Stockyards Company is getting more than this fifty cents per car for handling stock. From the moment the stock is unloaded from the cars they are commencing to charge the shippers with yardage that has been complained of by them as being very burdensome. They are making a good thing out of it, and as long as we permit this state of things to exist we can not expect anything better, and it will only be by the most vigorous action on the part of this Association that any improvement can be brought about.

Another feature in connection with this matter is that spoken of by the first Committee, that stock at Chicago is counted at the very first pen—the unloading pen—but at Kansas City it is run through several pens and alleys in various parts of the yards, and numerous opportunities are offered for hogs to get in other pens or drop by the wayside, etc., where they are overlooked, and the last count of the hogs, all those that may be on four feet are counted, and this is the count which is given to the railroads and wherein our numerous claims arise.

Mr. Fish: Just last month our company lost a steer at the stockyards and had to pay for it. The Stockyards Company positively declined to pay any part of the claim, although our seal record was complete and we had an affidavit from the shipper that the number claimed had been loaded.

President: We have had cases of that kind without num-

ber, where we have had affidavits from all of the parties who loaded the stock, and the cars reached Kansas City with seals intact. They have probably been due to mistake in count on the part of stockyards employees, and yet they have refused to participate in the claims.

I believe it would be proper for this Association to recommend to the general superintendents that they insist upon a reduction of the charges from fifty to twenty-five cents, that a force of men be employed at the stockyards sufficient to unload and load stock promptly and that the count be made at the unloading chutes.

What action do you wish to take with this report of the Committee?

Mr. Starr: I move you that the report be respectfully returned to the general superintendents, with the views of this Association; that we have gone to the end of our string, and that we believe that no good results can be obtained by further taking the matter up with Mr. Child, and recommend that the general superintendents go over Mr. Child's head.

The motion was seconded and carried.

The Secretary was instructed to write Gen'l Supt. Mudge, of the A. T. & S. F. Ry., giving him something in detail of the discussion, showing the sense of this meeting.

Papers were presented by Mr. Welch in regard to the matter of settlement for grain doors missing from cars returned by the M. K. & T. to the Union Pac. at Junction City, it being the opinion of Gen'l Supt. Sweeney, of the M. K. & T. that it was a question for the Superintendents' Association of Kansas City to pass upon.

After some discussion it was decided to leave the matter over until the next meeting, and for the representative of each line to come prepared to state how their line is handling it.

There being no further business the meeting adjourned.

C. E. CARSON,
Vice-President.

B. H. GARRIGUES,
Secretary.

CENTRAL ASSOCIATION
... OF ...
RAILROAD OFFICERS
PROCEEDINGS.



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1898.

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DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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M. S. CONNORS.....1st Vice-Prest.
C. E. CARSON.....2d Vice-Prest.
O. G. FETTER.....Secretary-Treasurer.

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CENTRAL ASSOCIATION OF RAILROAD OFFICERS.

EXECUTIVE COMMITTEE.

W. G. Besler.	M. S. Connors.	C. E. Carson.
F. L. Tompkins.	R. B. Turner.	
T. F. Whittelsey.	J. W. Riley.	

Beardstown, Illinois, December 19, 1898.

To the Officers and Members of the Central Association of Railroad Officers:

I believe we may note a gratifying improvement in the character of our November proceedings, and a general awakening of interest in the work of our Association. It has been suggested simultaneously by Mr. J. R. Cavanagh, of the Cincinnati Division, and Mr. G. L. Sands, of the St. Louis Division, that subjects for discussion be submitted to the President or to the Executive Committee, in order that concerted action of the various Divisions on the discussion of these subjects might be secured, whereby we shall have in the same month's proceedings the benefit of the discussions of the same subjects, with the widened scope of ideas coming from varying conditions of others' experiences or customs. Some progress in this direction has already been made.

To further this end, you are invited to correspond freely with the Executive Committee, offering whatever suggestions occur to you as being pertinent to the general good of our Association, and submitting any subject for discussion which it appears might be of interest to the entire Association. In sending out

our first paper for general discussion, we stated that it was not that we thought it might be the best that could be suggested, but it was to make a *start*, and then endeavor to improve upon it. Like the snowball, which starts with a small nucleus and rapidly enlarges itself as with each revolution it broadens and becomes of more size and weight, so let it be with our efforts in this Association. Although our first effort may be small, yet, with all pushing in the same direction, and each doing what he can to assist in the matter, we may hope to roll up results and accomplish our end.

We are all too prone to think that what we may know is of small importance and the common property of all, and hence not make an effort to say something and add our mite to the general fund. Yet it must be conceded that no two persons are similarly gifted, nor have the same thoughts and inspirations. Perhaps some thought or idea thrown out by you will be the starting-point of some other man's improvement, and the mutual interchange and exchange of ideas and practices through the medium of our Association will broaden and teach—I may say educate—not only ourselves, but those who look to us for results.

A certain gentleman recently submitted to me the outlines of a paper which he was preparing (he was a supply man), and his paper was headed "What the Stockholders want to know." I shall not attempt to give any extracts from the paper further than to say it was a treatise on the article he had for sale, together with some data showing results and expense which might be saved by its use, etc., etc.

I said to him: "Pshaw, the stockholders care nothing about any such paper; it is the management who should be interested in what you have to say here. Go to the Superintendent or Master Mechanic with your statements, and if what you have is good for anything they are the people who will be interested, and who want to know these facts."

It is by posting ourselves fully on subjects such as these that we may improve the character of the service which we are

able to give to our companies, and by wide-awake and live attention to matters which are presented to us, demonstrate that it is the officers who are interested and want to know all about such matters, and not the stockholders, who are generally only interested in the results of our performance, and whether there is to be a dividend forthcoming.

I have said, and I hold it as a principle, that we in this Association, hold both the reins and the whip's handle, and can secure almost any results we desire if we make the proper exertion.

I hope that each member will feel that this is a personal letter addressed directly to him, and give us as much assistance in what we wish to accomplish as his time and environment will permit.

Respectfully,

W. G. BESLER,
President.

CINCINNATI DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati
Division, held in Room 71, Carew Building, Cincinnati,
Ohio, Tuesday, December 13, 1898.**

The meeting was called to order at 11:10 a.m., with President Lewis in the Chair.

The following roads were represented:

C. C. C. & St. L. Ry....	MR. H. F. HOUGHTON...	Supt.
“ “	....MR. J. R. CAVANAGH....	Supt. C. S.
“ “	....MR. F. M. LAWLER.....	D. M. M.
B. & O. S-W. Ry.....	MR. C. C. RILEY	Supt. Trans.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
“	.....MR. G. H. WALDO	Supt. C. S.
C. & O. Ry.....	MR. GEO. W. LEWIS	Supt.
“	.....MR. W. T. SMITH	A. M. M.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
“	.....MR. PULASKI LEEDS.....	Supt. Mchy.
“	.....MR. WM. ADAIR.....	D. M. M.
P. C. C. & St. L. Ry....	MR. GEO. B. FRAVEL....	R'd F. of E.

President: As the minutes of the last meeting have been printed and distributed, unless there are objections, the same will stand approved.

Report of Letter Ballot on Rules for Switch Cars.

The Secretary read letters from the C. H. & D. Ry., Cincinnati Northern R. R., Erie R. R., L. & N. R. R. and P. C. C. & St. L. Ry., voting in favor of the adoption of the rules governing the handling of switch cars as submitted at the last meeting, and also replies from the B. & O. S-W. Ry., C. C. C. & St. L. Ry. and C. N. O. & T. P. Ry., taking exceptions to certain parts of said report, as follows:

The Baltimore & Ohio Southwestern Railway Company.

Cincinnati, Ohio, December 7, 1898.

Mr. Geo. W. Lewis,

President, Cincinnati Division.

Dear Sir: At the last meeting of the Central Association of Railroad Officers motion was made and carried that the rules governing switching at Cincinnati be submitted to the different roads for letter ballot.

In connection with Rule No. 3 is given a list of articles which are considered nontransferable. In that list is shown "articles loaded in jumbo cars to their full capacity."

Under this rule roads can not load furniture cars to Cincinnati in order to save empty haul with such commodities as hay, straw, heavy-grade freight, etc. It seems to me that the classes of freight should govern instead of the size of the car. We will, therefore, vote for the adoption of the rules with this exception. If you are of the same belief, I would like to see you vote the same way. In my opinion, if the rules are adopted as now written, the purpose for which they were drawn will be neutralized.

In talking with several of the representatives of the different roads, am advised that there is some misunderstanding about the meaning of Rule No. 2. In order to make it plain, I would suggest that the following clause be added to the next to the

last sentence: "Provided such home route is via Cincinnati line, and so shown on carding."

This would make the rule read as follows:

"Cars belonging to roads not terminating at Cincinnati must be carded by the line delivering the cars under load for return to that line or for delivery to the road which is proper home route, provided such home route is via Cincinnati line, and so shown on carding. For this purpose the standard card, as adopted at Cincinnati should be used."

In voting upon this question we will recommend the above addition.

Yours truly,

(Signed) C. H. HOWARD,
Superintendent Terminals.

The Cleveland, Cincinnati, Chicago & St. Louis Railway
Company.

Indianapolis, Indiana, December 3, 1898.

Mr. O. G. Fetter,

Secretary, Cincinnati Division.

Dear Sir: Referring to your letter of November 9, asking for vote of this company upon the adoption of the proposed rules relative to "switch cars."

The rules as proposed are satisfactory to this company, with the exception of that part pertaining to jumbo cars, which reads as follows: "Articles loaded in jumbo cars to their full capacity."

This provision should be stricken out, and before this company will vote in favor of the adoption of the rules it is desired that it be so amended.

Yours truly,

(Signed) H. F. HOUGHTON,
Superintendent.

The Cincinnati, New Orleans & Texas Pacific Railway
Company.

Lexington, Ky., November 21, 1898.

Mr. O. G. Fetter,
Secretary, Cincinnati Division.

Dear Sir: Your favor of November 9 concerning the report of special Committee on "switch cars."

We agree to the proposed rules, except Rule 3. The responsibility for the proper handling of a car should be with the line in whose possession the car is, and we therefore vote "No" on Rule 3.

Yours truly,

(Signed) W. J. MURPHY,
Superintendent.

President: We will first take up the amendments offered by Mr. Howard. What action do you desire to take?

Mr. Riley: The objection that we make in regard to Rule 3 is that, if adopted as now printed, it will overcome the purpose for which these rules were written. Articles loaded in jumbo cars to their full capacity takes in all classes of freight, whether transferable or not transferable. While this rule may be all right in regard to some lines, yet other lines at Cincinnati, say the C. C. C. & St. L. Ry., P. C. C. & St. L. Ry. and the B. & O. S-W. Ry., often receive through cars for a certain destination, and in order to save a return empty haul on these cars, they load them with hay, straw or other commodities to Cincinnati. While at Cincinnati they may then be delivered to connecting line for unloading, and it frequently happens that they are reconsigned to another point, and not returned to the proper home route, as the line loading the car originally intended. Under this rule we could not ask for a transfer, but would have to let the car go through to destination to which reconsigned. As the rule is now written it neutralizes the effect for which they were drawn.

President: As I understand Rule 3, as it is now written, it refers to transferable commodities, but that under the proposed

rules the commodities noted will be considered not transferable, among them, articles loaded in jumbo cars to their full capacity.

Mr. Riley: Yes, it says articles loaded in jumbo cars to their full capacity, not transferable. Then under that rule, if you load pig iron or freight of that class in jumbo cars to their full capacity it is not transferable.

Mr. Cavanagh: The same rule would apply then to cars loaded with cord wood to their full capacity; it would not be transferable.

Mr. Galloway: I presume the Committee, when getting up these rules, had in mind a jumbo car loaded with articles that it was originally built to carry—furniture, builders' material, etc. The point was made that when loaded to full capacity it could not very easily be unloaded and transferred without damage to the property, and not only that, it would often be found that it could not be reloaded in another car by anyone other than an expert.

Mr. Waldo: I move that the words "articles loaded in jumbo cars to their full capacity" be stricken out.

Seconded by Mr. Houghton and carried.

President: I believe Mr. Howard also offers a recommendation to Rule 2: "provided such home route is via Cnicinnati line, and so shown on carding."

Mr. Riley: I understand that this is not a change, but simply makes the meaning more complete.

Mr. Cavanagh: I move that the amendment to Rule 2, as offered by Mr. Howard, be adopted.

Seconded by Mr. Lawler and carried.

President: We will next take up the objection of Mr. Murphy regarding Rule 3.

Mr. Leeds: I move that this matter be referred back to the Committee for an amended report, covering all the objections raised, they to report back to this Association at this meeting.

Seconded by Mr. Houghton and carried.

President: We will give the Committee all papers and ask that they report as soon as possible.

Mr. Galloway: On behalf of the Committee I beg leave to submit the following amended report:

Rule 1. Freight cars which are delivered by one road to another to be switched to industries inside the switching limits of Cincinnati, and which are known as "switch cars," should be returned to the road originally delivering the cars, except as herein stated.

(A) Where the cars are owned or operated by the switching road, or to a system of which it is a part, such cars need not be returned to the delivering road.

(B) Where the cars are owned or operated by any road having its own line into Cincinnati, such cars may be returned to owners direct or to delivering road, at option of switching line.

Rule 2. Cars belonging to roads not terminating at Cincinnati must be carded by the line delivering the cars under load for return to that line, or for delivery to the road which is proper home route, provided such home route is via Cincinnati line, and so shown on carding. For this purpose the standard cards, as adopted at Cincinnati, should be used.

Rule 3. It is hereby expressly understood and agreed that all lines members of this Association shall not permit a car loaded with *transferable commodity, which has been delivered them for switching inside of the switching limits, to be re-consigned or forwarded to a point on any line except the delivering road, unless by permission of said delivering line.

Rule 4. Empty cars other than switch cars belonging to roads members of this Association whose lines terminate at Cincinnati shall be delivered direct to owners, except when other arrangements are made between the lines interested.

The initials of the cars shall be proof of ownership.

*Under above rules the commodities herein noted will be considered "Not transferable":

Vehicles of all kinds, sash doors and blinds, plate-glass, furniture of all kinds, agricultural implements, bottles in bulk,

drain tile, household goods, lumber (dressed), lime in bulk, tin plate, all articles under refrigerator protection, tin cans in bulk, cow tails (loose), machinery, marble slabs or dressed stone, crockery ware in bulk, high explosives of all kinds, stoves, brick (pressed or common), fruits or vegetables in bulk, ice, lumber (tongued or grooved), slate, tin roofing, cow horns in bulk, bones in bulk.

President: What will you do with the report?

Mr. Galloway: There is still an objection to Rule 3 of the amended report.

President: Mr. Murphy objects to Rule 3, stating "the responsibility for the proper handling of a car should be with the line in whose possession the car is."

Mr. Galloway: As I understand it, the whole arrangement is covered by that one point.

Mr. Cavanagh: If we were to load a C. H. & D. Ry. car to Cincinnati, and the shipper would order the car turned over to the C. N. O. & T. P. Ry., then after Mr. Murphy got the car he could do with it as he pleased, which is the point the rules are intended to cover.

Mr. Houghton: I move that the amended report of the Committee, as handed in, be accepted and adopted by this Association.

Seconded by Mr. Arnold and carried.

Secretary: Mr. Peters raises a point in his communication as to whether these rules will be printed and distributed to all parties interested.

President: What does the Association desire to do regarding this point?

Mr. Cavanagh: I move that the Secretary be authorized to have five hundred copies of these rules printed for distribution to the interested parties.

Seconded by Mr. Arnold and carried.

Mr. Waldo: There is one point I would like to raise. Does the passage of the motion by this Association with the one objection, bind the objector or not?

President: We have had several cases previously where rules were passed by a majority vote of the Association, with perhaps only one dissenting member, who thereupon, has served notice of withdrawal from the Association. As far as the constitution and by-laws of the Association are concerned, a majority vote enforces the rules.

Report of Committee on Repeal of Daylight Ordinance.

President: As Chairman of the Committee on Repeal of the Daylight Ordinance, I have to report that the Committee was unable to have a meeting. Mr. Peters, representing the P. C. C. & St. L. Ry., declined to serve, and the other members feel that it would not be well to discuss a subject affecting the P. C. C. & St. L. Ry., which operates the street connection track, without its concurrence, and we therefore ask to be discharged.

Mr. Arnold: I move that the Committee be discharged as requested.

Seconded by Mr. Leeds and carried.

Report of Standing Committee on Subjects.

Mr. Houghton: As Chairman of that Committee, would report that we have assigned two subjects during the past month, one to Mr. Peters and one to Mr. Murphy, both of whom have declined to furnish papers.

Mr. Arnold: Although we have had a Committee on Subjects for the past two years, I do not believe we have ever had a paper presented to this Association at any of its meetings.

Secretary: The only paper we have had is one from Mr. Leeds on the Counterbalancing of Engines.

Mr. Leeds: I had always thought that I was about as busy a man as anyone, and yet I can find time to write a paper on any subject in which I am interested. The great trouble seems to be that when most of our members are appointed or asked to

write on any subject, that they consider it an invitation to get up here and fire off a great pyrotechnic display of oratory, when the facts are that not one of them passes a month that he does not investigate some particular subject, and I would suggest that if we have a memorandum of that investigation, that same would be of more value to us than anything you could offer in the way of a paper. I know that there is not a time that I go over the road simply to look after the standards and methods of the mechanical department that I come back home and have to issue from one to four or five circulars, and I am quite sure that the same will hold good in other cases, and now that we have automatic couplers, air-brake attachments, and things of that kind, I will guarantee that not one of us does not have something brought to our attention which we do not investigate, and if we would give each other the result of these investigations I think it would be more or less of a benefit to us all.

Now then, the matter of that paper on counterbalancing of engines. That one paper alone has saved me over a month's work by the discussions brought out. My remarks were copied all over the country, and I have been asked by the management of railroads in Canada and the United States for opinion regarding the matter, and not two weeks ago I was asked by the management of a large company to give them my views on the matter of counterbalancing, as they were having serious trouble and great damage to their road on account of the counterbalancing, and fortunately I mimeographed the report which I made to this Association and to our general manager, and I simply have to send them a copy of this report, and it has saved me considerable trouble.

President: The remarks Mr. Leeds has made, that this Association has not done a great amount of work, is perhaps true, and if energetically taken up a great deal of good may be accomplished in the future. The question is, however, what is to be done with the report of the Committee on Subjects, or rather the answers of the gentlemen to whom the subjects were assigned declining.

Mr. Arnold: I move that the report of the Committee on Subjects be accepted and filed.

Seconded by Mr. Lawler and carried.

Mr. Arnold: I believe in having papers prepared for the meetings, but I believe the better way would be to have some one volunteer to submit a paper, selecting his own subject, or else let the Committee approach a member and ask if he will not give them a paper on a certain subject, or let him select his own subject.

President: We have papers presented at the Literary Club of Cincinnati every Saturday night. I think the Committee selects a person to write an article, and when they do so they seem to think it is compulsory to present same.

Mr. Houghton: Everybody is not gifted with the faculty of expressing their views in a printed paper on a certain subject which the Committee might select, and I think the Association would be doing an unjust thing to insist upon any particular party writing an article on any particular subject, as I do not think I could write an article on any subject which would be of any use to this Association, and I would say right now that I would decline to write an article of any kind. There are probably some members of this Association who are perhaps interested in some certain subjects, and can give us some very good papers on those particular subjects, and I think that would be the better way to handle this matter.

President: Mr. Cavanagh, would you be willing to prepare a paper for this Association on any subject you may select?

Mr. Cavanagh: I would be willing to do so if I had the time; however, I will get up one and present it to the Association as early as possible.

President: On behalf of the Association, I tender its thanks.

Report of Committee on Use of Cars in Local Switching Service.

Secretary: Mr. Howard is Chairman of this Committee, but as yet I have received no report from him. However, I have his notation on letter from him under date of November 12, stating that he would have a meeting of the Committee and be ready to report at this meeting.

Mr. Lawler: The Committee met last Wednesday, and we formulated a report, and it was our understanding that Mr. Howard would have the report ready for the Association this morning.

President: That report refers particularly to a paper presented at the last annual meeting by Mr. A. T. Perkins and a letter from President Besler. Mr. Besler outlined several questions, and I would like an expression as to whether it is the pleasure of this meeting to take those questions up now and discuss them, or to wait until the Committee reports and then discuss them.

Mr. Riley: I think perhaps the Committee is prepared to make a report here today of the conclusions arrived at. I understand Mr. Waldo can give us this information.

Mr. Waldo: As Mr. Lawler states, Mr. Howard expected to be here this morning, and I was in hopes that he would, in order that a report might be submitted. However, as Mr. Lawler states, the Committee met with Mr. Howard, and we went over this matter carefully, and after considering it fully from beginning to end, we could not see where it had any bearing on matters pertaining to Cincinnati, that is, Cincinnati terminals. It seems to be directed more particularly to the terminals at places like Kansas City, Indianapolis, St. Louis, Chicago, and such places, where they have belt lines, and it was the opinion of the Committee that Mr. Perkins, when he wrote this article, had in mind circumstances with which he had to deal around Kansas City, St. Louis and points in that territory. There was some doubt in the minds of the Com-

mittee in regard to the first question, namely, "Under the ordinary prevailing conditions, at what rate per car can a railroad company undertake to handle switch business?" Now the question is, what are the "ordinary prevailing conditions"; is there anything of the kind that can be called a general ordinary prevailing condition—one that will be the same upon all roads? The Committee was very much in doubt as to what the ordinary prevailing condition was, and we failed to come to any definite conclusion in regard to that question.

Question Number 2, namely, "Is it feasible to separate the service and make a charge for the switching service and a charge for the use of the car which carries the load?" The opinion of the Committee on this point was,—No, it is not feasible.

Question Number 3, "Is it feasible to say to an industry, provide your own cars and we will switch them at such and such a rate?" The opinion of the Committee on this question was also,—No, it is not feasible.

Question Number 4, "Is it desirable that such private cars should be used?" As I understand it, the idea of the Committee on this question was that such cars might be used. As I am not quite clear on that point, would ask Mr. Lawler if that is not his understanding also.

Mr. Lawler: Yes, sir, that is my understanding.

Mr. Waldo: Question Number 5, namely, "Should the use of a car in switch business be on a per diem or per loaded car basis?" This is a question that has already been investigated by other Associations, principally the American Railway Association and the Central and Western Association of Car Service Officers at Chicago, and in support of the former point on that question, the Committee thought it should be on the per diem basis. I wish to also read an extract of a letter that I have here under date of November 30 from Mr. J. M. Daly, who is Chairman of a Committee of the Central and Western Association of Car Service Officers, of which Committee Mr. Riley and myself are also members.

"As a matter of information, I would state that at a meeting of the Central Association of Railroad Officers, held at Union Station, St. Louis, October 14, 1898, at which I was present, the question of compensation for the use of cars was brought up by Mr. A. T. Perkins, Superintendent M. K. & T. Ry., in which he claimed that railroad companies were entitled to compensation from belt and switching roads for the use of their cars, and at that meeting Mr. J. J. Baulch, General Freight Agent of the Wiggins Ferry Company, read a paper in which he stated that he considered that a per diem charge would stimulate the movement of equipment everywhere, unload traffic now hung up on many railroad terminals and relieve the stringency of equipment as nothing else would, and that his company is favorable to the recommendation of a per diem basis."

This extract simply shows that one company which has stood out from paying anything for the use of cars, whether on the mileage or per diem basis, comes into harmony with the rest of us and says that it is favorable to the payment of a certain stipulated rate per day for the use of foreign cars on its road. The Committees in other associations are endeavoring to secure the same consent from other switching lines, such as the Chicago Belt, Indianapolis Belt, etc., at those terminals. Therefore I do not see wherein this question can be handled by this Association, because there is nothing of the kind here that would call for either the per diem or the loaded car basis.

Question Number 6, "Should owner of car receive the amount collected for use of car when engaged in switch business? If not the entire amount, what proportion of the amount?" The opinion of the Committee on that was that the owner of the car ought to receive some compensation for the use of his car, and therefore cars used in switching business on belt lines, the amount that is paid for the use of the cars should revert to the owner of the car for this reason: that railroads who own cars have them on very many of these belt lines, and at present they get no compensation for them whatever, but notwithstanding they are compelled to keep them in repair, and it

is a well-known fact that the use of cars in switching service requires more repairs than they would in ordinary service in trains on the line. Therefore, the opinion of the Committee was that the party owning the car should receive the amount that was to be paid for the use of the car, namely, fifteen cents per day.

President: That would cover to some extent question Number 5.

Mr. Waldo: Yes, sir.

Mr. Waldo: Question Number 7, "Switching or transfer companies who own no equipment, but who use equipment of any company they are able to secure, justify their action by claiming that they furnish in return certain valuable facilities, for which they make no charge. Is such a claim justifiable?" In the opinion of the Committee it was not.

Question Number 8, namely, "Car service or demurrage; to whom should the amount be paid, the owner of the car or the company on whose track the car is detained?" I do not know just exactly what position we took on this point. Do you, Mr. Lawler?

Mr. Lawler: I think to the owner of the car.

Mr. Galloway: Just the reverse from the present practice?

Mr. Lawler: I am not sure about that.

President: The owner of the car should not obtain a per diem charge and in addition a demurrage charge; in other words, a double compensation.

Mr. Waldo: I think the idea was not to change the condition now existing in regard to the matter of car service or demurrage.

President: The question is, who shall get the earnings, the owner of the car or the owner of the track?

Secretary: The trouble in changing that rule would be: as it is, you have a great many cars that are foreign belonging to lines not members of this Association; still they come in here from connections and take up the room on your tracks, and if the charge that was collected for the obstruction of the track

Method of Computing Time on Coaches Loaned.

Secretary: This subject refers to letter from Mr. L. E. Johnson, General Superintendent, Norfolk & Western Railway, which was submitted at the last meeting, at which time I was directed to send copy of same to all members of this Association, asking their practice in this matter. I have received replies from all lines interested, and have notified Mr. Johnson accordingly, sending him a copy of each reply received.

President: Would it not be well to appoint a committee and refer these papers to them for the purpose of making a recommendation for uniform practice?

Mr. Houghton: I think it would be a good idea, and I would move that a Committee of three, consisting of members in charge of the car service departments of their respective lines, be appointed by the President to formulate a report on this subject, same to be submitted to this Association for consideration.

Seconded by Mr. Galloway and carried.

President: I will appoint as such Committee Mr. J. R. Cavanagh, Chairman, Mr. C. C. Riley and Mr. G. H. Waldo.

Communications Received.

The Secretary read the following communication:

The Cincinnati, Hamilton & Dayton Railway Company.

Cincinnati, Ohio, November 8, 1898.

Mr. O. G. Fetter,

Supt., Cincinnati Car Service Bureau.

Dear Sir: In presenting claims for refund of car service paid, I notice that receivers of freight often allege as a basis of their claim "bunching" of cars. I understand that "bunching" has been acknowledged as a good and sufficient cause for refund, and that claims for refund based upon "bunching" have been paid by the Cincinnati Car Service Association. If this is correct, I would ask that the Association explain what

is meant by "bunching"—provide a proper definition for the word as now applied for our future guidance. I do not think we all understand or interpret this word alike.

Won't you kindly bring this matter before the Central Association at its next meeting and very much oblige,

Yours truly,

(Signed) R. B. TURNER,
Gen'l Supt.

Secretary: In this connection, so that you may understand the rule that we have been working under, will say we do not recognize the bunching of cars except when bunched on arrival at destination. That is to say, if there were consigned by one consignor at Toledo to the C. H. & D. Ry. twelve cars on as many different dates, and all arrived at Cincinnati on same date, we would consider that bunching in transit, as we would consider that the consignee was not at fault for these cars being brought here all at one time and offered to him all in one day. However, if the C. H. & D. Ry. received from the L. S. & M. S. Ry. and several other roads at Toledo cars that had come to them from different points along the line of their various connections, and ten or twelve of those cars reached Toledo the same day, and were brought here by the C. H. & D. all in one train, we would not consider that bunching of cars at all. We only hold the delivering road responsible for its own negligence, as we can not go back to originating point, wherever it may be, to find out whether somebody else beyond Toledo had not handled these cars promptly.

The courts, in the case of the L. & N. R. R. against J. H. Hermesch & Co., wherein connecting lines at Cincinnati delivered the L. & N. R. R. sixty cars in one day for Hermesch, and in which case the L. & N. R. R. offered them all to him in one day, placing all they could on his track and the balance in the yards adjacent, and in which case Mr. Hermesch refused to pay the car service, claiming that the cars had been bunched along the lines of the different roads before reaching Cincinnati,

held that the L. & N. R. R. were not responsible only after the cars had been received by them. The court held that the L. & N. R. R. had used due diligence in getting the cars to Mr. Hermes' track after receiving them from connections, and he could not hold the L. & N. R. R. responsible for anything that had occurred on the lines delivering the cars to the L. & N. R. R.

President: What action will you take with Mr. Turner's letter?

Mr. Leeds: I move that the Secretary be instructed to write Mr. Turner a letter in strict accordance with the explanation he has made to the Association, as an answer.

President: Before putting that motion, would say that at the last meeting of the Standing Committee on Car Service this subject was discussed, and the Secretary then made an explanation about the same as he has just made, but Mr. Turner does not appear to be satisfied with same.

Secretary: I hardly think Mr. Turner will be satisfied with the explanation given, without the motion also includes that it is the sense of the Association that the meaning of the word "bunching," as outlined by the Secretary, is so understood by all, and shall be carried out as a rule of this Association; that is, that the bunching of cars will necessarily have to accrue upon the delivering line—the line offering delivery of the cars to consignee.

Mr. Leeds: That was the intention of my motion, and I would move that the Secretary write Mr. Turner a letter in strict accordance with the explanation he has made to this Association, as an answer, same to be recorded as a rule for future guidance.

Seconded by Mr. Houghton and carried.

Topics for Discussion.

Mr. Cavanagh: I would like to ask whether or not it would be practicable for all Divisions to be assigned the same subjects for discussion at the meetings held in the same month, as I think we could possibly get better results from our discussions, as we could learn from the proceedings the views of all the members of the different Divisions on the same subject.

Mr. Leeds: I think the suggestion a very good one, and would further add that this Association recommend to the President of the Central Association that he select all subjects for discussion at our monthly meetings, and assign the same subjects to all Divisions for discussion at the same monthly meetings.

Mr. Cavanagh: I would move that the suggestion of Mr. Leeds, namely, that this Association recommend to the President of the Central Association that he select all subjects for discussion at our monthly meetings, and assign the same subject to all Divisions for discussion at the same monthly meetings, be adopted.

Seconded by Mr. Leeds and carried.

No further business appearing, the meeting adjourned at 12:50 p. m.

GEO. W. LEWIS,
President.

O. G. FETTER,
Secretary.

INDIANAPOLIS DIVISION.

Indianapolis, Indiana, December 6, 1898.

Mr. O. G. Fetter,
Secretary, Cincinnati.

Dear Sir: The Indianapolis Division failed to hold the regular monthly meeting Monday, December 5, on account of lack of quorum. The following members were present:

H. F. Bickell, Asst. Genl. Supt., L. E. & W.
M. P. Deniston, Trainmaster, L. E. & W.
G. W. Bender, Supt. Indianapolis Ter., C. C. C. & St. L.
A. J. O'Reilly, Gen. Agent, C. I. & L.

It was with profound regret that the members of the Indianapolis Division of the Central Association of Railroad Officers learned of the death of R. B. F. Pierce, late Receiver of the Clover Leaf and General Manager of the I. D. & W.; also of the death of Dr. J. W. Marsee, who was surgeon for the railroads centering in Indianapolis. The members spoke of the high character of these men, their prominence in their respective professions, and the esteem in which they were held by all who had dealings with them. It was the sense of the meeting that their loss would be keenly felt by railroad men and other associates.

Yours truly,

G. B. STAATS,
Secretary.

COLUMBUS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus
Division, held in Room 400, Union Passenger Station,
December 14, 1898.**

Meeting called to order at 1:45 p. m., by President Ferris.

The following lines were represented:

T. & O. C. Ry.....	MR. H. C. FERRIS.
Z. & O. R. Ry.....	MR. J. S. GILLESPIE.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH.
“	MR. J. C. NELSON.
“	MR. J. R. CAVANAGH.
P. C. C. & St. L. Ry.....	MR. G. L. PECK.
“	MR. P. A. BONEBRAKE.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
B. & O. R. R.....	MR. J. H. GLOVER.
C. A. & C. Ry.	MR. J. H. SAMPLE.
B. & O. S-W. Ry.....	MR. W. H. BRIMSON.
N. & W. Ry.....	MR. J. ROBINSON.

Reading of minutes of previous meeting dispensed with.

Unfinished Business.

Letter ballots on the matter of placing car service collections and records in the hands of the Superintendent Car Service were received from six of the eight lines, five in favor and one against the adoption of the proposed plan.

Mr. Connors: I move that the Secretary request replies from the lines not answering, and that the matter be laid over until next meeting, at which time further action may be taken.

Seconded by Mr. Bonebrake. Carried.

Reading of Correspondence.

Minutes of the meetings of the Yardmasters' Association, November 21 and December 5, were read and approved.

Reports of Committees.

PROPOSED RULES FOR THE HANDLING OF SWITCHED CARS AT COLUMBUS, OHIO.

Rule 1. Freight cars which are delivered by one road to another to be switched to industries inside the switching limits of Columbus, and which are known as "switch cars," must be returned to the road originally delivering the cars, except as herein stated.

(A) Where the cars are owned or operated by the switching road, or to a system of which it is a part, such cars will be "home" when so delivered.

(B) Where the cars are owned or operated by any road having its own line into Columbus such cars must be returned to owners direct where such lines have immediate connections; where such delivery to owners can only be made through an intermediate line at a switching charge, cars will then be returned to delivering road, unless otherwise arranged for by parties interested.

Rule 2. Cars not belonging to Columbus roads must be carded by the line delivering the cars under load for return to that line, except that switching road has the option of loading car home to owners direct via any route, providing delivering road does not request car returned when delivery is made.

Example: The Penna. Co. deliver a N. Y. C. & H. R. car to unload on C. H. V. & T. In the absence of request for return by the Penna. Co., when empty the C. H. V. & T. can load car home via Big Four and Lake Shore Railways direct.

Rule 3. It is hereby expressly understood and agreed that all lines members of this Association shall not permit a loaded car, delivered for unloading inside the switching limits, to be reconsigned or forwarded to a point on any line except the delivering road, unless by permission of said delivering line (or owners in case car is owned by a Columbus road), provided said car contains a transferable commodity as follows:

Vehicles of all kinds, sash doors and blinds, plate-glass, furniture of all kinds, bottles in bulk, drain tile, household goods, lumber (dressed), line in bulk, tin plate, all articles under refrigerator protection, tin cans in bulk, cow tails (loose), machinery, marble slabs or dressed stone, crockery ware in bulk, high explosives of all kinds, agricultural implements, stoves, brick (pressed or common), fruits or vegetables in bulk, ice, lumber (tongued or grooved), slate, tin roofing, cow horns in bulk, bones in bulk.

Rule 4. Other cars made empty on Columbus terminals belonging to Columbus roads should be returned to owners direct, except when otherwise arranged between lines interested.

Rule 5. Each Columbus road will furnish the Secretary of this Division a list of initials of such cars as are considered owned or operated as its cars, and such initials shall be proof of ownership or control.

Rule 6. In cases of bad order cars, M. C. B. Rules to govern.

Rule 7. Cards to be used by all lines shall be as follows:

FROM	Ry.
SWITCH CAR	
TO	RY.
FOR	RY.
CONTENTS	
..... (DATE)	
RETURN TO	
.....	RY.

Size, $2\frac{1}{4}$ x 2 in. Green ink on manila board.

(Signed) J. R. CAVANAGH,
T. R. LIMER,
M. C. TROUT,
Committee.

Mr. Connors: In view of the fact that this report is something of considerable importance, and all lines interested not being represented today, I move that the same be submitted to the members of the Association for letter ballot on its adoption.

Seconded by Mr. English. Carried.

Mr. Connors: This report, which some of the gentlemen have perhaps heard for the first time, has been a matter of discussion in this Association for some time past. The car service agents of a number of lines members of this Association have approved it, and it is submitted by three car service representatives who are among the best known in the state. The matter is one worthy of a great deal of consideration. It is in line with the American Railway Association rules and recommendations, and in line with the recommendations of car service managers and car service agents throughout the country. It is one that should be fully considered, and I hope it will be adopted. I notice that the Cincinnati Association have taken steps such as we are taking today.

Secretary: At the last meeting the Secretary was instructed to take up with the Local Freight Agents' Association the matter of making a list of consignees using side tracks similar to the one in use at Toledo. The matter was taken up with the Local Freight Agents' Association, and they claim that they have a more complete list than this; it not only shows the tracks of the city, but it also shows the switching charge. They are now having it revised, and at the next meeting of their Association it will be taken up, and will then be submitted to this Association to decide whether or not it shall be printed.

A petition was presented to the Association by the Retail Grocers' Association of Columbus on the subject of collecting of bills from railroad employees. After full discussion the following action was taken:

The Columbus Retail Grocers' Association,
Columbus, Ohio.

Gentlemen: Your petition addressed to the railroads and letters to the individual railroad companies on the subject of making and enforcing an order to the effect that employees of said railroad companies must pay their grocery bills has been received, and at a meeting of the Columbus Division, Central Association of Railroad Officers, held in Columbus, December 14, laid before said Association. After a full and free discussion of the subject, the following resolution was adopted:

Resolved, That the Association reply to the petition of the Retail Grocers' Association and say that this matter has been up before the different railroad companies, and that each and every one of the railroad companies do, so far as lies in their power, carry out the wishes expressed by the Retail Grocers' Association, but that they can not consistently post the written notice they request, in view of the many difficulties which the question presents, and which were explained to the Retail Grocers' Association at the meeting on December 6.

On the subject of discussion of the questions presented by President Besler the following motion was offered by Mr. Glover:

"I move that the President appoint a Committee of three to report at the January meeting on the questions presented by President Besler."

Seconded by Mr. Connors.

President appointed Messrs. Glover, Connors and English.

Secretary: I have a matter that I was requested to bring up before this Association by the Yardmasters' Association. The President called on me and stated that they did not have a very good place to meet and could not get anybody to take the minutes. I have been jacking them up pretty hard lately because their minutes have been coming in three or four weeks after the meetings are held. I talked with Mr. Bonebrake in regard to the matter, and he said he would take up with the Board of Managers today the question of letting the Yardmasters' Association use this room for meetings. Mr. Bonebrake also asked me to say that he would furnish a stenographer part of the time if the other lines would help out.

Mr. Connors: At the meeting of the Special Committee of the Board of Managers this morning the question referred to was discussed, and the Committee agreed that the room might be used for the purpose. The Secretary will no doubt receive notice to that effect. The question of a stenographer was also discussed, and the plan as outlined by Mr. Berry was agreed upon.

Bill of the Central Association, amounting* to \$10.74, was ordered paid. Meeting adjourned on motion of Mr. Connors, seconded by Mr. English.

H. C. FERRIS,
President.

J. D. BERRY,
Secretary.

TOLEDO DIVISION.

Toledo, Ohio, December 12, 1898.

Mr. O. G. Fetter,

Sec'y Central Association of R. R. Officers,
Cincinnati, Ohio.

Dear Sir: No meeting in December on account of lack of
quorum.

Respectfully,

WM. GROGAN,
Secretary.

PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad
Officers, Peoria Division, held in Room 36, Union Depot, Peoria, Ill.,
Tuesday, December 13, 1898.

Meeting convened at 10:20 a. m.

In the absence of both President and Vice-President, the
Secretary called the meeting to order, and B. McKeen was
elected temporary Chairman.

PRESENT:

Roads.

Representatives.

P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen'l Supt.
C. P. & St. L. R. R...	C. MILLIARD.....	Superintendent.
R. I. & P. Ry.....	H. P. GREENOUGH....	Superintendent.
L. E. & W. R. R.....	H. F. BICKELL.....	Ass't Gen. Supt.
“	H. A. BOOMER.....	Superintendent.
C. R. I. & P. Ry.....	C. L. NICHOLS.....	Superintendent.
Vandalia Line.....	B. McKEEN.....	Superintendent.
“	F. L. CAMPBELL	Trainmaster.

Honorary Member, J. W. Higgins, Supt. Illinois Central
R. R.

VISITORS: W. R. Bradley, Car Acct., St. L. P. & N., and
L. Page, General Agent, C. B. & Q. R. R.

On motion the minutes of the November meeting were approved as printed.

Chairman: The first matter on the call is the discussion of Mr. Throop's paper, which I will ask the Secretary to read.

Paper published in November proceedings, pages 527-531, was read.

Mr. Nichols: The question of "How many cars with air brakes can be used successfully?" did not arise so long as we were only using about one third of our cars with air. In making air brake tests a year ago we picked out fifty loaded cars of air, and we discovered an eight-inch pump did not supply pressure enough, sometimes having to wait thirty minutes and then find between fifty and sixty pounds pressure. Our mechanical departments were convinced that an eight-inch pump with a single reservoir was not sufficient for such a train. Soon after that we began to increase the maximum number of cars in our trains. This maximum is now seventy (70) cars with nine and one half-inch pump and a heavy double reservoir. In making these tests a year ago we found when an emergency application had been made we would wait quite a while for the proper pressure, and as we looked over the train for leaks and could not detect any, the presumption is the brake apparatus was more perfect than on the ordinary train. We made running tests with the same result. After a service application it took quite a while to get the pressure up. Our conclusions were to use all the air we could get and every air brake, but when we get over a certain number of cars the present air pump and air reservoir capacity are not sufficient. It will not be very long until all the freight equipment will be air-braked, and then the question of pump and reservoir capacity will have to be considered. We had a representative of the Westinghouse Air Brake Company with us, and he acknowledged that it was not practicable to use all the air cars in that train. When we asked him how many we should use, he could not answer, but stated in a general way to use all the air you can get.

Chairman: Has the question been brought up, Mr. Nichols, of a nine and one half-inch pump being large enough if the reservoir capacity was in keeping?

Mr. Nichols: Yes, that was discussed, and we came to the conclusion that neither the pump nor the reservoir was large enough. Up to a short time past only about one third of our cars were equipped with air brakes, but recently we have increased the number of such cars. I don't know what the proportion would be now, but it is more than the one third, and increasing constantly. On roads that haul short trains this question would not arise, but on such roads as the C. & N. W., the C. B. & Q. and our own, large trains are handled. We contemplate increasing our maximum train to eighty cars.

Mr. Bickell: What conclusion did you arrive at as to the eight-inch pump and ordinary reservoir; that is, how many cars with air brakes could be operated successfully?

Mr. Nichols: My recollection is we could have operated a fifty-car train, but not maintain a maximum pressure of seventy pounds.

Mr. Bickell: You could not handle such a train satisfactorily.

Mr. Nichols: The question of just how many we could operate was not decided. We made a service application, and in getting ready to make an emergency the engine could not get up pressure, and we stood there twenty or thirty minutes.

Mr. Bickell: It seems to me the railroads are going to an enormous expense for nothing, if they can not use the brakes after they are all applied.

Mr. Nichols: Mr. Kitter, the Westinghouse representative, stated his people had never considered the question of using all cars with air.

Mr. Bickell: If we have twenty-five cars equipped with air, that is enough to handle our trains. Behind that, if there are any break-in-twos of cars without air, we have the same old trouble.

Mr. Nichols: That is a question railroads are divided upon.

Some say six or eight cars of air are enough to control a twenty-five to fifty-car train; others say use all the air up to thirty cars; others say have all air cars together, thus sacrificing time in switching to that one hobby.

Mr. Bickell: It is not always practical to get the air together, aside from getting cars enough to handle the train.

Mr. Nichols: Then the question comes up, "what are you going to do in case of an emergency?"

Mr. Bickell: I say get all the air together, if you can, and if you can not without sacrificing time, switch together enough to handle the train.

Mr. Nichols: At certain times we have five or six west-bound high-class freight trains, at other times we double up, say three trains. In order to save time where the train is split up, if the air cars were kept together, regardless of the division they were going on, you could readily see what an amount of extra switching it would cause. The result is that out of Burr Oak we have thirty air cars and we are only using half of them. To do otherwise we would sacrifice time, and we have no time to spare.

Mr. Bickell: This paper and the question raised refer more particularly to the operation of trains after all cars are equipped with air brakes, how many can be successfully used. At this time the question is whether the air cars shall all be together or not.

Mr. Nichols: I believe an eight-inch pump for twenty-five or thirty cars is all right, but a nine and one half-inch pump I don't believe is sufficient for seventy cars.

Mr. Bickell: Don't you believe in the handling of trains more depends on the capacity of the reservoir than on the pump?

Mr. Nichols: It may be, yes. But that is a nut the Westinghouse people will have to crack for us. The Illinois Central made some tests not long ago with air brakes. I should like to hear from Mr. Higgins.

Mr. Higgins: Our tests were four years ago.

Mr. Nichols: I understood you made some recently.

Mr. Higgins: At that time our tests were similar to your own. We tried twenty cars of air and twenty cars of pipe, putting the pipe cars in front of the air and then behind, alternating, and we found no trouble in this method. Our object was to decide whether it was advisable to equip box and stock cars with pipes and hose to avoid the switching you spoke of. We did equip such cars with pipe, but the question of how many air cars could be used successfully is a new one. That is problematical, and will have to be proven by practical tests. It is more a question for the mechanical department and Westinghouse air brake people. We know we can not solve it without their assistance.

Mr. Nichols: Mr. Kitter, the Westinghouse man, stated "use all the air we have." We do, except in certain cases, and then only to save time.

Mr. Higgins: We rule ten air-braked cars as the minimum number, if they are in the train.

Mr. Nichols: During the track elevation at Chicago we furnish certain number of cars of cement for early morning delivery, and have been rawhided on account of delay to this cement, the same as if it were stock. In running down the cause of delay, cars being loaded one afternoon and only ninety miles to haul, we found they were sacrificing from one hour to three hours time in switching the air cars together, and we eliminated that question.

Mr. Bickell: That question will all be solved when all cars are equipped with air.

Mr. Higgins: In the large train the New York Central handled in a test some time ago, is it not a fact that their train was made up of eighty cars all equipped with air?

Mr. Milliard: You speak of the test of the New York brake against the Westinghouse? At that time there were two fifty-car trains exactly similar on parallel tracks. I don't know whether they increased their trains to one hundred cars or not. The test was published, however.

Mr. Nichols: This question won't interest roads only hand-

ling twenty to thirty cars in a train, but to a road handling seventy to ninety cars it is a large question.

Mr. Higgins: The question is, what size pump and reservoir are necessary with the brakes in ordinary condition? Of course they are never at 100 percent. Whether any education is necessary on the part of our enginemen. In theory Mr. Throop's paper appears to be all right, but from your tests, what can we do with certain size pump and storage capacity? I believe we are all coming to larger cars. Large roads have engines of 2,000 net tons capacity. This means larger cars and fewer cars to the train than now. Certainly we should get some return for air cars and automatic couplers, making it possible to handle larger trains with greater safety. If not, there will be no return for the money spent except greater safety in operating the same sized train. That is paying a pretty good price for that assurance. One question Mr. Throop raises, that is, braking by hand behind the air, instead of from the rear, between now and the time we do become all equipped with air.

Mr. Nichols: Our experience is very satisfactory.

Mr. Higgins: You brake from the hind end?

Mr. Nichols: Yes.

Mr. Higgins: So do we.

Mr. Nichols: An angle-cock turned, cutting off the last car in a train going down hill, and the parts ran together. If the men had held from the rear there would not have been so much damage. We do not claim to prevent break-in-twos, but we claim to reduce the damage to the minimum when we do break in two by reducing the speed of the rear portion. September 1, 1896, we had 220 break-in-twos. The same month in 1897 we had 57. In October, 1896, we had 156, and in October, 1897, 55, showing for the two months 376 break-in-twos in 1896, against 112 in 1897, a decrease of 70 percent.

Mr. Campbell: What percent of your cars had link and pin couplers?

Mr. Nichols: I can not reply for the entire system, but on my division about two thirds have link and pin.

Mr. Campbell: Don't you suppose you reduce the number of break-in-twos by adding automatic couplers?

Mr. Nichols: Yes, I agree with you there.

Mr. Higgins: The true test as to break-in-twos is the damage done at regular stops at stations and water tanks.

Mr. Nichols: The amount of damage the Rock Island sustained by break-in-twos running together before we adopted our present rules was something awful. Since then it has been almost nothing.

Mr. Higgins: This question was very thoroughly discussed with us on an inspection trip in 1895 on our Memphis Division, and there was not a man who objected to it. We have a number of superintendents who are practical trainmen, and the results have been as gratifying to us as Mr. Nichols states they have been on his road.

Mr. Nichols: When we first put the rules into effect we asked our freight men's opinions. They stated that we would have more break-in-twos and drawbars pulled out, and they predicted dire results. They are all of them converts today.

Mr. Higgins: The same with us. If the men set the brakes at their old landmarks used before they had any air, that will take the tension out before the engineer applies his air. This is a deep question, and will continue until we have all air.

Chairman: Do any other roads brake from the rear, excepting the Illinois Central and the Rock Island?

Mr. Nichols: The T. P. & W. do.

Mr. Bickell: We have no fixed rule. We do both ways. The trainmen are supposed to assist in handling, and they get out at regular stops to see if any assistance is needed. In addition they get out when passing through all stations.

Mr. Greenough: We brake from the rear.

Mr. Milliard: We follow the plan stated by Mr. Bickell.

Mr. Nichols: It never seemed fair to me to hold the trainmen responsible without giving them some means of overcoming the difficulty. Shortly prior to the time we adopted our rules the trainmaster on a certain road told me of one of his

crews causing considerable damage by break-in-twos. He had called the conductor's attention to the damage and discharged him, but did not tell the man how to overcome the trouble, but just stated the men must put a stop to break-in-twos. It struck me that that was not fair.

Mr. Higgins: We say the head man must be back one third of the train, and the rear man one third from the caboose, with the conductor in the cupola to handle the rear. Now we have reached a point when the head man must be back of the air.

Mr. Bickell: Suppose that the conductor is on the engine.

Mr. Nichols: We do not say where the conductor shall be, but require the hind man to set the brakes next to the caboose.

Mr. Higgins: If our conductor has to go forward he signals the rear brakeman to take his place. At any number of water tanks and railroad crossings conductors may be making reports, etc., when they should be watching their trains. Before we had the rule in effect we were receiving that excuse repeatedly.

We did not say when he should handle his waybills and make his reports, but we did say he should be in the cupola where he could see both his men or signals from them. Our rules require now that he be in a certain position when approaching fixed stops.

Mr. Campbell: Suppose you have forty cars in your train and thirty cars of air. What advantage is there in sending the head brakeman back of the air?

Mr. Higgins: None. We did not say we made that rule for thirty cars of air. We can not make any arbitrary rule that ties a man up and takes away his judgment. For instance, one third of the way from the end and caboose of a thirty-car train would be the tenth car for the head brakeman. Suppose that is a flat car loaded with machinery and no brake. We say *about* one third to enable them to see over their train. That is the intention of the rule. How many trains we see going over the road with the head brakeman on the second or third car. If the wind is favorable he may be further back. We speak of "a station" in this rule as the point at which the train may be

met and at fixed stops. Then the brakemen must be out, and it is the duty of the engineman and conductor to see that they are out.

Mr. Campbell: Whom do you hold responsible in case the head man fails to be out?

Mr. Higgins: The engineman, and the conductor too, if it is shown to be habitual.

Chairman: If there is no further discussion on Mr. Throop's paper, we will proceed to the paper by A. T. Perkins on the Use of Cars in Local Switching Service.

Copies of this paper distributed and paper read.

Chairman: You have heard the paper. What will you do with it?

Mr. Nichols: I don't know as there is any use discussing it. This question was threshed over pretty thoroughly, and I believe we decided we could not make the charge, and the P. & P. U. said they would not make any attempt to collect it.

Chairman: I remember there was a Committee appointed, and Mr. Riley's attorneys held that we had a legal right to have the collection made by the P. & P. U. Mr. Tompkins stated the P. & P. U. were not in a position to collect.

Mr. Tompkins: My best recollection is our attorneys stated we were not in a position to do this collecting; that we did not own or control the cars, and that we could not collect on something we did not own or hold possession of. I stated if cars were used in switching service and the tenant lines desired to collect for such use we would furnish them the information wanted to enable them to establish the fact of the use of the car. We do not do any switching from one industry to another in the city without the consent of the road owning or controlling the car.

Mr. Bradley: Is your switching rate fixed by city ordinance?

Mr. Tompkins: No, it is not.

Mr. Bradley: This matter was thoroughly discussed at the International Association of Car Accountants at New Orleans,

and the main objection to it was the keeping of check on the terminal companies in case the terminal company did not wish to collect and pay over the amount.

Mr. Tompkins: So far as we are concerned here, we are in a position to furnish the information on which the road could collect.

Mr. Bradley: Mr. Sands, of the Wiggins Ferry, says his rates of switching are fixed by law, and if he paid to the road owning the car \$1.00 he would have nothing left.

Mr. Tompkins: The situation at St. Louis is different. We stand ready to furnish the same information we did a year and a half ago. It is for the roads, tenants of ours, to say whether they want to collect or not.

Mr. Nichols: The Railroad and Warehouse Commission named the rate, I believe, here in Peoria.

Mr. Page: The \$2.00 switching rate did not say what charge for the use of the car was proper.

Mr. Nichols: Our legal department said we could make a switching charge only.

Mr. Higgins: Mr. Chairman, it seems to me the question behind all this is, who controls the car on the railroad? I will ask whether the transportation department or the traffic department controls the cars on your line?

Mr. Nichols: When the interests of the two conflict the traffic department have their way.

Chairman: So far as the Vandalia are concerned, the traffic and the transportation departments get together.

Mr. Nichols: If a question arises we have no trouble.

Chairman: It seems to me the only question is whether the P. & P. U. will collect the entire \$3.00 and turn over \$1.50 to the road owning the car, and then whether the transportation and traffic departments will agree to the arrangement.

Mr. Page: It is all in whether the P. & P. U. and Rock Island and Burlington are willing to put those rules into effect.

Chairman: What shall we do with the question?

Mr. Tompkins: If you want to defer the matter to the next

meeting, I will look up our position on the line the chair has suggested.

Mr. Nichols: I move we carry the question over to the next meeting, and in the meantime the C. B. & Q., Rock Island and the P. & P. U. shall ascertain what position they will maintain.

Seconded and carried.

Secretary: I have the following letter from Mr. Nichols:

Blue Island, Illinois, December 3, 1898.

A. J. Elliott, Esq.,

Secretary Superintendents' Association,
Peoria.

Dear Sir: Referring to your letter of November 15, relative to my getting up a paper for the December meeting on the subject of Trains Partially or Wholly Equipped with Air Brakes.

It was my intention to get this paper in shape to present at the December meeting, but by reason of being absent from my office for two weeks and having so much to attend to at the present time, I find I am unable to even make a start on it. I will endeavor to get a paper in shape to present at the January meeting.

Yours truly,

(Signed) C. L. NICHOLS,
Superintendent.

Mr. Tompkins: Regarding the matter up at the last meeting left in my hands, delay to freight trains leaving the P. & P. U. yards. I have deferred action, awaiting to get all the roads together. I don't want you to think I have laid the matter aside or forgotten it.

I desire before we adjourn to propose the name of Mr. J.W. Higgins as an honorary member of this Association. Mr. Higgins is here regularly on account of car service meetings and takes an interest in our discussions, and I think he should be made a member so that he will not feel any hesitancy in taking part.

Seconded and unanimously carried.

Mr. Higgins: Gentlemen, I thank you for this consideration.

Chairman: The election of officers is next thing in order. Nominations for President are in order.

Mr. Campbell: I nominate Mr. Nichols for President.

Mr. Tompkins: I second the nomination.

Mr. Milliard: I move the nominations close and the Secretary cast the ballot of the Association for Mr. Nichols.

Seconded and carried.

The Secretary here cast the ballot.

Mr. Nichols in the chair.

Mr. McKeen: I nominate Mr. Greenough for Vice-President.

Mr. Milliard: I second the motion.

Mr. Bickell: I move the nominations close, and that the Secretary cast the ballot of the Association for Mr. Greenough.

Seconded and carried.

The Secretary here cast the ballot.

Mr. Bickell: I nominate Mr. Elliott for Secretary and Treasurer.

Mr. McKeen: I move the President cast the ballot of the Association for Mr. Elliott.

Seconded and carried.

The President here cast the ballot.

Chairman: I will appoint the Committee on Subjects for Discussion now: Mr. McKeen, Chairman, Mr. Tompkins and Mr. Throop.

Adjourned at 12:30 p. m.

B. McKEEN,
Chairman pro tem.

A. J. ELLIOTT,
Secretary.

ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division of the Central
Association of Railroad Officers, held in Room No. 212, St. Louis
Union Station, Friday, December 9, 1898.**

Meeting called to order at 11:15 a. m., with President Sands
in the Chair.

The representation was as follows:

Mo. Pac. Ry. MR. W. G. BROWNLEE . . . Div. Supt.
L. & N. R. R. Not represented.
M. K. & T. Ry. MR. A. T. PERKINS Supt. Term.
B. & O. S-W. Ry. MR. H. C. BARNARD Supt.
C. C. C. & St. L. Ry. . . . Not represented.
C. & A. R. R. Not represented.
T. St. L. & K. C. Ry . . . Not represented.
St. L. C. & St. P., and
 C. P. & St. L. R. R. MR. D. C. FREDERICK . . . C. S. A.
L. E. & St. L. Ry. . . . Not represented.
Ill. Central R. R. Not represented.
St. L. P. & N. Ry . . . Not represented.
St. L. Transfer Co. . . . MR. W. G. BESLER.
St. L. K. C. & C. Ry . . MR. F. X. ROEDERER . . . Agent.
Term. R. R. Ass'n. . . . MR. E. DUNLOP Supt.
St. L. & S. F. Ry. . . . Not represented.
Wiggins Ferry Co. . . . MR. G. L. SANDS Gen. Mgr.
 " MR. J. J. BAULCH G. F. A.

T. H. & I. R. R.Not represented.
C. B. & Q. R. R.MR. W. G. BESLER.Supt.
St. L. K. & N-W. R. R. MR. A. T. PERKINS.Supt. T.
M. & O. R. R.Not represented.
Wabash R. R.MR. W. A. GARRETT.Supt.
“MR. S. B. KRAMERChief Disp.
“MR. J. A. HEETHER.Trainmaster.
“MR. J. A. ROEDERER.Agent.
National Stock Yards .MR. W. G. BESLER.

VISITOR: Mr. Wm. Prall, Central Car Service Ass'n.

President Sands: The proceedings were received too late to get into the hands of all interested before this meeting, and it is for the members to say if we shall dispense with the reading.

Mr. Besler: I suggest we follow our usual practice and dispense with the reading.

President: So ordered. Have we any unfinished business, Mr. Secretary?

Secretary: We have none except what is in the hands of Committees.

President: Any correspondence?

Secretary: Nothing except a letter from the President, calling attention to the issuance of proceedings, which should be gotten out earlier.

Mr. Besler: The delay in the proceedings for this month was caused by the Toledo Division losing their copy. They had to make up and send duplicate, which caused the delay. We have promises from all of the Divisions to do a little better in the way of proceedings reaching Cincinnati earlier, and with five to seven days as an average between time of meeting and the minutes reaching Cincinnati, and three to five days in the hands of printer, it will give us the proceedings within ten days after the meeting of the last Division, and we hope to keep this record up.

President: Is it at all practicable for the Executive Committee to so arrange the dates of meetings so as to give us more time?

Mr. Besler: You will notice that all the Divisions except that of Indianapolis have their meetings in the second week; there is but little difference in the time.

Mr. Garrett: It seems to me the Divisions should get nearer to one day.

President: I have forgotten just what Division it was, but I noticed that the question was brought up of having a common subject for discussion for each Division of the Association. It would seem as though something might be accomplished if you added to that a common day for the meetings. Possibly there are members here that are members of other Divisions, and hence such a proposition would not be agreeable or convenient to them.

Mr. Besler: That is the idea exactly. There are such members.

President: It takes fully two months for action to be taken by all Divisions. My suggestion was of course merely for argument—a matter for the Executive Committee to act upon, hence offered as a suggestion only.

Mr. Besler: We are certainly very glad to accept suggestions at all times, and take advantage of them if practicable.

President: The next order of business is reports of Committees. The first is from the Committee on Schedule of Transfer Rates. Mr. Perkins, Mr. Barnard and Mr. McCourt are members of that Committee.

Mr. Perkins: In accordance with instructions issued to the Committee at the last meeting, we have undertaken to get out a schedule of rates for transferring carloads of freight, which seems to us fair and equitable to all concerned.

The proceedings of our last meeting show the difficulties under which the Committee labored and the results that they had obtained up to that time. Since the last meeting, however, we have begun on a schedule covering rates under five heads,

a, b, c, d and e. The rates that we propose to make under this schedule on a tonnage basis are for class a, 8 cents; class b, 6 cents; class c, 5 cents; class d, $4\frac{1}{2}$ cents; class e. 3 cents.

I am sorry to say that the Committee has not completed the schedule. We find it takes a good deal of time to discuss each one of the commodities, and the list of commodities we propose to cover is a long one. We have made some progress, however, and the Committee has decided to spend another whole day on the schedule. While progress has been made, we shall have to wait until next meeting before making final report.

President: You have heard Mr. Perkins' report. Without further objections, the Committee will be given further time.

The next is a report of the Committee on Drip Valves; Mr. Adams, Mr. Bayley and Mr. McCourt members; neither of the Committee, I believe, are present.

Committee on Interchange of Empty Cars, of which Mr. Perkins is Chairman, will now report.

Mr. Perkins: This subject has gone over from meeting to meeting, account of lack of action on the part of the Joint Car Inspection Association on the three supplemental rules which we referred to them for approval. Your Committee attended several of their meetings, and have to say that at the last meeting we did secure some action, though it was not entirely satisfactory. Mr. Dunlop and myself presented our case as well as we could, and the action taken is incorporated in their proceedings in following terms:

"On motion of Mr. Rearden these rules were taken up separately and, being voted on, were rejected."

The Committee have discussed this matter a good deal, not only among themselves but with other members, and we all feel that the agitation of this matter has had a good effect. Almost all of the roads who do much switching, and, I understand, the Bridge and Ferry Companies have less trouble than they used to with wrong movement of empties. There is also greater care exercised in the inspection of empty cars furnished on requisitions for loading.

As matter stands now, the rules proposed by the Committee were adopted quite a long time ago. There were two or three companies that did not subscribe to the rules, and the putting of them into effect was not considered unanimous, but the greater part of the rules are being carried out. Your Committee therefore would recommend that the rules be allowed to stand as representing the sense of this Association, but not being necessarily binding upon the members so long as the adoption was not unanimous; it being understood that the rules cover the transportation department side of the interchange, and do not conflict with either the M. C. B. Rules or the rules of the Joint Car Inspection Association. The Committee feel that most of the members will continue to carry the rules out, and will find it to their interest to do so, and we recommend that all lines put the carding rules into effect January 1, 1899. Finally, the Committee requests, after something over a year service on this question, that it be discharged.

President: You have heard the report of the Committee. What is your pleasure?

Mr. Heether: I move the report be received and the Committee discharged.

Mr. Besler: Seconded. I would be glad for my part if the rules, as adopted something over a year ago, could be inserted as a part of their report. There might be something conflicting.

Mr. Perkins: There is nothing in the rules to conflict with the M. C. B. or the rules of the J. C. I. Association.

President: As I understand the situation at present, the rules are all incorporated as part of the minutes, and they were accepted by the Association; it is simply a question of naming the date for their adoption. I also understand that the rules are conflicting with the J. C. I. Association.

Mr. Perkins: No, sir. They did not seem to think there was any conflict, but they thought the proposed rules were outside of their province, as they were really a transportation matter.

President: It seems a little strange that they did not make

some explanation other than to unanimously reject them. My understanding is that they conflict with the present inspection methods, otherwise, it seems to me, the Inspection Association would have made some favorable explanation in regard to them. If they did not want to adopt them they should not make objection to the transportation department adopting them.

Mr. Perkins: In the rules, as originally adopted, there is nothing that conflicts with the rules of the Joint Car Inspection Association. In the three amendments, however, while there is nothing directly conflicting with their rules, there is a provision which would call for some additional work on the part of the Joint Car Inspector in keeping the various roads in touch with any special requirements. That provision, of course, can not be carried out so long as they have been rejected by the Car Inspection Association; otherwise there is nothing to conflict.

Mr. Garrett: Without undertaking to criticise the action of the Committee, if they were satisfied that the rules were not in conflict, think they should have made an effort to change the reading of the resolution.

Mr. Perkins: The Committee spent considerable time in trying to convince the Joint Car Association.

President: There is no question but that the Committee is entitled to a great deal of credit for their work.

As I understand a portion of Mr. Perkins' remarks, it was the object to have these rules incorporated in our records as the sense of this Division covering this particular service, but not binding upon the members of this Association unless agreeable to each member. He goes further and names a date for the rules to go into effect. It occurs to me you would accomplish the same object by leaving the date out. So far as the Wiggins Ferry Co. is concerned, it will make it a little annoying to have to card for one road and not for another, and I believe the service now has been much improved in this very particular since the discussion was started.

Mr. Perkins: The Chairman is perfectly willing to withdraw the suggestion as to definite date and leave the matter as

outlined in previous remarks, and I believe the other member would agree to that.

Mr. Dunlop: I am willing to agree to that.

President: As I understand the motion now, in accordance with Mr. Perkins' suggestion, it is moved and seconded that the report of the Committee be received, made a part of the records of this meeting as the sense of this Division covering the interchange service at St. Louis terminals, and that the Committee be discharged.

Carried.

RULES

FOR INTERCHANGE OF EMPTY CARS AT ST. LOUIS AND EAST ST. LOUIS.

To take effect October 1, 1897.

1. Empty cars belonging to roads terminating at St. Louis or East St. Louis shall be delivered direct to owners, except when other arrangements are made. The initials of the cars shall be proof of ownership, and no other marking or carding will be required.

It is understood that cars of various initials belonging to the same system shall be treated as belonging to that part of the system terminating at St. Louis or East St. Louis. When there are no direct connections, that intermediate line which has previously handled the car must be used, except when otherwise arranged.

2. Cars belonging to roads not terminating at, or not running trains to or from, St. Louis or East St. Louis, must be carded by the line delivering the car under load for return to that line, or for delivery to the road which is the proper home route.

For this purpose a uniform card, two inches square, made of stout fiber manila, printed in accordance with the following sample, is to be used:

.....	•
.....	†
DATE	
NO. INITIALS	
●	
RETURN TO	
..... R. R.	
AT	
AUTHORITY	

*Insert name of road.

†St. Louis or East St. Louis.

One of these cards is to be fastened by one tack through the middle on the end of needle beam on each side of every car.

In case original return cards are lost or removed, new cards showing the record are to be put on by any road delivering the car empty.

3. Empty cars, when carded in accordance with Rule 2, delivered by one line to another at St. Louis or East St. Louis shall be accepted, and shall not be returned for any cause until the agent of the delivering line has been notified of all the facts, and has consented to accept their return.

Empty cars other than those included in Rules 1 and 2, that is, those that have not been handled under load, must be carded home, and the authority for the home movement must be shown.

A charge of fifty cents per car will be assessed in favor of intermediate line against delivering line in case a return movement is necessary on account of error in carding.

And additional rules as follows:

1. Inspectors of each road to be furnished by Joint Car Inspector, with statement of specifications and requirements of all roads ordering empty cars for loading, and the delivering road, in supplying cars for loading on requisitions, to inspect

empties before delivering them, on basis of the requirements of the receiving road.

2. All foreign empty cars not originating on receiving road shall be inspected either by Joint Car Inspector or by inspector of delivering line, in accordance with requirements of receiving road.

3. All empty cars originating on the receiving road will be accepted by the receiving road without inspection by the Joint Car Inspector.

President: I think in the years past there was a Car Service Committee appointed which is still in existence. I do not know whether there is any objection to allowing it to continue to live, or to discharge the Committee and get it off the docket. Mr. Parker is Chairman of that Committee.

Mr. Perkins: Was there not a resolution passed some months ago continuing that Committee until it should do something?

President: The last time it was up, I find, was in October. I was absent at that time. The action taken then was that the members of the various eastside lines should request their executive officers to take the matter up with the Vandalia Receiver to attempt to induce that road to join. I do not know that there is any objection to allowing the Committee to be continued.

This is the month of December, when you are to elect new officers to preside over the meetings for the coming year. I wish I could follow the line of my predecessor and refer with pride to the past year's proceedings of this Association. I hardly know what we have done worthy of record, unless possibly the action we took on the per diem question; that is the only thing that occurs to me now. There have been two meetings during the year at which we did not have a quorum. I think at a majority of the other meetings we just skimmed through with a bare quorum. Today I think the attendance is larger than usual, but it is rather discouraging to anyone

having an interest in the Association to have so limited an attendance.

Our Vice-President at the annual meeting presented what we considered a very able paper. It was a matter of interest to every member of the Association, and when I suggested that that paper come up for discussion I could not well see why there should not be a large representation and a general discussion of the subject. I was absent in October, but in reading the minutes I find there were but three or four members who took part in the discussion, and a paper that should have taken three months to discuss was disposed of—run through with—in possibly half an hour or forty minutes. It may seem out of place to criticise the Association for action at a meeting at which I was not present, but it does seem to me that on a subject of so much interest we should have had a much fuller expression from the individual members of the Association than we did.

The weak point in this Association, seems to me, is in the backwardness of the members to express their opinions. I take it there is not one of you but can express yourself very fully and clearly in talking to any of your men, and I can not see why it can not be done in this Association. I feel it is due yourselves fully as much as the Association. I know from experience that the habit of expressing one's self is more a matter of education than anything else. I do not know that this is a proper place, but as illustrating my idea on this subject I will force a little of my experience upon you.

My first official experience was in 1868 as train dispatcher on the Union Pacific, thirty years ago. My first experience in an association meeting was as General Superintendent of the A. T. & S. F. Ry., in 1887. Nearly twenty years I had been in the railroad service and never called upon to attend a meeting, and you can imagine how humiliating to me it was to be placed in such a meeting, where I was presumed to exchange views among men who had been brought up in close touch with all these association meetings and were ready to get up and

express themselves, while I, not understanding their methods, still having ideas of my own, was unable to express them.

I simply mention that as an excuse for my inability to properly preside over the meetings of this Association. It was simply a lack of education on this particular line. It seems to me the duty members owe to themselves is to educate themselves up in this line where I have suffered so grievously. If you have only a few words to say, say them, and eventually you will be able to acquire this education inside of the Association. We should be at the head of the Association. I thank you, gentlemen, for your attention.

The rules of the Association require that the officers shall be elected by ballot. It is therefore proper for tellers to be appointed.

Mr. Besler: Is it in order now to make nominations?

President: Yes, sir.

Mr. Besler: I would move the reelection of our present officers, Mr. Geo. L. Sands, President; Mr. A. T. Perkins, Vice-President, and Mr. F. E. Anderson, Secretary.

Mr. Dunlop: Seconded.

President: My recollection is that it is a well-established custom that rotation in office should follow. I do not believe a member fully appreciates the importance of the meetings until he has filled this chair. It is better for the Association that this rotation in office, which has been established by precedent, be continued, and while I appreciate your kind expressions, would prefer to not disturb the prevailing custom.

Mr. Besler: It is true, as stated by Mr. Sands, that the object of any society should be the development of its members. In view of what Mr. Sands has said, and knowing his wishes on the subject, with the approval of my second I will withdraw my motion, and in its place will offer for President the name of our Vice-President, Mr. A. T. Perkins.

Mr. Dunlop: Agreeable to me.

Mr. Besler: I would offer the name of Mr. Edwin Dunlop

for Vice-President, and the Secretary to remain as at present.

Mr. Barnard: I second the motion.

President: It is moved and seconded that Mr. A. T. Perkins, Mr. Edward Dunlop and Mr. F. E. Anderson be elected as President, Vice-President and Secretary of this Division for the ensuing year.

The election in their favor was unanimous.

Mr. Besler: I wish to make a further motion now: that the thanks of this Division be tendered our retiring President, Mr. Geo. L. Sands, for the care which he has given us during the past year, and for the talk he has made us today.

Mr. Garrett: Seconded.

Motion carried.

President: Mr. Perkins, I am now prepared to relinquish this Chair, and to thank you all for the consideration you have shown me as presiding officer.

President Perkins: I thank you very much for the honor of election to succeed Mr. Sands, and while I want to say that I feel strongly the deficiencies of the Association for the past year, as outlined by Mr. Sands, for I have felt heartily loyal to Mr. Sands and the other officers, I also feel somewhat disposed to excuse members of the Association for their nonattendance and for not going into the subjects as fully as they might, and I am going to begin our new year in an optimistic frame of mind. I think we all must appreciate that there has been a very decided change in the scale in which our operations have been carried on, and we have all been busy adjusting ourselves to changes in circumstances and adapting ourselves to new conditions of business the past year, and I hope we shall have our work so organized that we can give more time to such subjects as may come up at these meetings the coming year.

Mr. Besler: I wish to introduce today a matter which has been before us on several previous occasions, namely, the posting or pasting of signs and advertisements upon equipment.

The C. B. & Q. R. R. Co. has just reissued a notice on this subject, which I submit herewith, and wish that our connections

would take notice and give such instructions to their agents as will serve to carry out the purposes intended.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

Office General Superintendent.

Chicago, December 1, 1898.

To Agents and Connections:

No wooden signs or advertisements of any kind, except printed paper posters (not exceeding in size two feet square) will be allowed placed on any Burlington Route car.

When paper or cardboard advertisements are placed on cars they should be cleated or tacked on, and under no circumstances should they be put on with paste or glue, or placed over car numbers, initials or air-brake signs.

Agents will remove all signs not in accordance with the above conditions before forwarding the car.

J. D. BESLER,
Genl. Supt.

Within the last few months there has been more trouble in the shape of bills and advertising matter pasted on our cars than for a long time previous, and in many cases the mischief has been done while cars were on connecting lines. I believe the practice of decorating cars with pictures and advertising matter, which is allowed to certain large industries and concerns, is largely responsible for small concerns following such example by placing their advertising matter upon the cars which they load.

The question is, does such advertising accomplish anything? And even in the case of large concerns previously alluded to, do they accomplish anything in a commercial way by decorating equipment with their private trademarks and business advertisements?

Presumably experience has demonstrated that such expense is warranted, or they would not continue it, but from the standpoint of the operating department of a railroad it is a disfigure-

ment and a nuisance which I believe we would all be glad to see abated. I would be glad to have our connections take such action as they can to help us out.

President Perkins: What action do you wish the Association to take?

Mr. Besler: Nothing except to print in our minutes as a circular to reach all interested.

President Perkins: Is there any objection to Mr. Besler's circular appearing in our minutes? If not, it will appear.

Supt. Garrett, of the Wabash, brought up the matter of the National Stockyards handling all cars at their yards for that company, it now being the practice for the stockyards people to accept the cars from the Wabash and do the unloading. Wabash engines only make delivery and pull cars from there. Good results were obtained by the changed method.

The subject of high and low drawbars was brought up by Mr. Barnard and discussed, claim being presented that official inspectors were watching for such violation of the law, and certain roads had been warned that future findings would result in a fine being imposed.

The matter of links and pins in cars equipped with vertical couplers received discussion, many representatives claiming that their link and pin supply was exhausted sooner than when such methods of coupling were the custom, while others noticed a saving in this respect.

Adjourned.

GEO. L. SANDS,
President.

F. E. ANDERSON,
Secretary.

KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division, Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., December 14, 1898.

The meeting was called to order at 2:20 p. m. by Vice-President Carson.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR	Supt. Ter.
C. & A. R. R.....	(Not represented.)	
C. R. I. & P. Ry.....	MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	MR. E. G. FISH	Asst. Supt.
“	MR. J. W. MULHERN....	Trainmaster.
K. C. F. S. & M. R. R..	MR. H. S. MITCHELL ...	Supt.
“ “ ..	MR. W. H. CHURCHILL..	Ass't T. M.
“ “ ..	MR. E. F. EDGECOMB...	Agent.
C. M. & St. P. R. R....	MR. D. W. RIDER.	
M. K. & T. Ry.....	(Not represented.)	
C. G. W. Ry.....	(Not represented.)	
St. L. & S. F. R. R.	(Not represented.)	
K. C. St. J. & C. B. R. R.	MR. E. G. FISH	Asst. Supt.
“ “ ..	MR. J. P. CUMMINGS....	Agent.
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Ter.
Un. Pac. R. R.....	MR. J. O. BRINKERHOFF,	Supt.
Wabash R. R.....	MR. JAS. LAUGHLIN	Trainmaster.
“	MR. U. B. DARNALL.....	Agent.

K. C. N. W. R. R.....MR. C. E. CARSON.
K. C. P. & G. R. R.....(Not represented.)
K. C. Belt Ry.....MR. D. W. RIDERSupt.
Union Depot Co.....(Not represented.)

Chairman: Unless there are objections, the minutes of the last meeting will stand approved as printed in the proceedings.

Is there any Unfinished Business?

Secretary: The question regarding grain doors in cars delivered to connecting lines for shipment, which was brought up by Mr. Welch at the last meeting, was carried over until this meeting.

Chairman: At that meeting I believe it was understood that all of our members would come here today prepared to state what the practice of their respective lines is in regard to payment for grain doors in cars delivered to connecting lines for shipment.

Mr. Mitchell: In view of the fact that Mr. Welch is absent, I move that it be laid over until the next meeting. If a member introduces anything of that kind, it seems to me that he ought to take sufficient interest in it to be present himself or have a representative.

The motion was seconded and carried.

Chairman: Any other Unfinished Business?

Secretary: In regard to the stockyards matter. As instructed at the last meeting, I wrote Genl. Supt. Mudge, of the Santa Fe, and sent him a copy of that part of the proceedings containing the discussion of this question. I have heard nothing from him.

Mr. Starr: I will say that I had a conversation with Mr. Mudge a few days ago, in which he advised me that he had passed the papers to General Manager Frey, with recommendation that the matter be handled from that standpoint; that he considered that was the only channel through which better results could be obtained. I presume the General Managers' Association will take hold of it.

Chairman: Reports of Committees. Mr. Rider, I believe, is Chairman of a Committee to report on the brass-stealing question.

Mr. Rider: I will state that the matter is being worked on by the Committee, but would like to have until the next meeting to report, with permission of the Association.

Mr. Fish: I move that the Committee be given more time to report.

Seconded and carried.

Chairman: The next is New Business. Hasn't somebody got some grievance—something they would like to have the Association settle for them?

I will say that Mr. Stevenson, of the C. & A., promised us a paper several months ago to read before the Association. I was notified today by telephone that he was at home sick, and would not be able to present it today. He has the paper prepared, I understand, and all ready to be presented.

We ought to have a paper at every meeting on some live subject.

Mr. Mitchell: Wasn't it the understanding that we were to discuss in succession the papers that were presented at the annual meeting?

Chairman: This plan was considered, but it was thought best to have a paper on one of the subjects to precede the discussion. The paper which Mr. Stevenson has prepared, I understand, is along this line. There were some very live topics discussed at the Indianapolis meeting, and I believe they would provoke some interesting discussion here if we could get together on the matter.

Mr. Darnall: Under the head of New Business I will say that at the last meeting of the Local Agents' Association we took up the matter of sweeping grain cars in the various yards. Something was said about a recommendation being made to the Superintendents' Association. Mr. Edgecomb is here, and I would like to have him explain the matter to the superintendents.

Mr. Edgecomb: The Board of Trade made complaint that grain was being lost by sweepers going into the yards to sweep cars and carrying off the grain, and when they were not closely watched they would slip into the cars and fill a sack full of grain from cars that were unloading. The matter was presented to the general agents, and by them referred to the Local Agents' Association for it to offer a recommendation to this Association. I believe it appears in our last minutes that the matter was referred to this Association, with recommendation that the yards be posted with signs reading "No trespassing in the yards," the purpose of that being that if they caught these people stealing grain they would be in a position to prosecute them. It seems they had endeavored to prosecute several people for carrying off grain, and the judge told them in each case that if the yards had been posted they might have sent them up. The matter was referred to this Association at the last meeting with recommendation that the yards be more thoroughly posted. Some of them are already posted.

Mr. Mitchell: I know we had trouble of this kind several years ago, before measures were taken to stop it, which I believe have been effective. Isn't it preventing these depredations?

Mr. Edgecomb: It is as far as we are concerned. We adopted a plan of having our laborers sweep out the cars, and we save these sweepings. One or two others have adopted the same plan, but it does not cover the matter entirely. We only follow this plan in our yard. If a car goes to the elevator at Rosedale or to the Union, there is some grain left in the car that is not swept out. Of course these people that sweep cars could go into those cars, but it is not in a locality where they could get off with their grain.

Mr. Mitchell: I understand the grain men don't object to legitimate sweeping. What they complain of is that they think all the grain does not come from sweeping out cars that have been unloaded.

Mr. Edgecomb: In addition to posting the yards on this

account, I think it would be a good plan from other points of view. For instance, a man passing through the yards sustains an injury. I don't think he could recover if it was shown that the yard was posted. That has been tested in the courts.

Mr. Mitchell: The Missouri Pacific are about as well supplied with such notices as any road I know of. I am not sure whether they have them in the large yards, but I have often noticed them out on the road.

Chairman: Yes, we have a number of trespasser notices on our terminals, and in addition to that we have a number of watchmen, who are instructed not to permit anyone to sweep out cars. We sweep out the cars ourselves and save the grain and sell it.

Mr. Edgecomb: Our revenue from sweepings has amounted to more than enough to pay the cost of sweeping, considerably.

Chairman: Keeping such characters out of the yard has more benefits than one, in that it prevents personal injuries; they are the most serious and troublesome. I believe in having a good yard-watching force and keeping all such characters out of the yards.

Mr. Edgecomb: I don't believe any of the roads here in town have enough posters up. I think that wherever there is a path through the yard that is used by the public a poster ought to be put at that place. It is a very important matter when a case gets into the courts to be able to show there was a poster there.

Chairman: The courts have ruled that where there was a beaten path across a railroad yard that is used by the public, that it becomes a public highway, and that if the railroad company will permit people to go over its tracks unmolested they can recover if they are injured by its cars or engines.

Mr. Edgecomb: I read a short time ago in a newspaper where someone had sued a railroad company on account of a personal injury, and I think the judge ruled that the person would not have been entitled to recover if the railroad had had up a sign.

Chairman: If you will notice, all Missouri Pacific engines have signs on each end and on the sides, reading "Keep Off." That is done to protect the company against suits that may be brought for personal injury on account of persons climbing on engines.

Mr. Brinkerhoff: You ought to have them on cars too.

Mr. Blair: We had poor success with signs, but we went to work and hired two watchmen and gave them instructions to allow absolutely nobody in our yard. We were bothered by boys jumping on our engines and cars. We arrested about twenty-five or thirty of them, and we don't have any more trouble of that kind.

I would like to ask if anyone knows of any of the elevators that sell sweepings from their cars; in other words, allow some certain party to take the sweepings at so much per car. I know of one place where they are selling the sweepings at five cents per car. I don't know whether the deal was between the man and the local elevator men, or whether it was with the grain men.

Mr. Starr: During the grain season of 1897 we had a very heavy business, and a great many cars were unloaded at the elevators in Argentine. There had been an understanding or permission given our yardmaster to allow him to sweep the cars after they were taken out of the elevator. The thing had been running for probably five years, but prior to the season of 1897, to use his language, he hadn't gotten chicken-feed out of it. During the grain rush that year he arranged with a nonemployee of the Santa Fe Company to perform the labor, the understanding being that they would break evenly on whatever came out of it. Along about this part of December last year I commenced to get anonymous letters to the effect that our employees at Argentine were stealing wheat, and I went to work on an investigation of it, and I found that the yardmaster and the man with whom he was working, for the period covering the seven months up to February of this year, had got enough out of sweepings of cars in Argentine so that they got some

twelve hundred and sixty odd dollars, supposed to be and probably were legitimate sweepings. I submitted the whole matter to my superior officers and kept them posted on what I was doing, and when I got the investigation in pretty good shape I went to the yardmaster and asked him if it was a fact that he had gotten that much revenue out of sweepings. He said yes, and showed me his account book which he had kept with the man performing the work, and I investigated further and satisfied myself that it was no trick at all, considering the number of cars that we handled at the elevators during that period, for a man to legitimately get that much wheat out of cars. We figured if they left a little over a peck in a car it would produce that result on the number of cars we handled.

I investigated the matter at the elevators to see whether there might possibly be some collusion between the elevator foreman and the yardmaster, and without their knowing what I was doing I went to the elevator on a great many occasions. After they had swept the cars perfectly clean, and they had been pulled out of the elevator and switched around the yard, by knocking against the lining it was an easy matter to drop down from one to three pecks of wheat that had collected in behind the lining.

Our people, after getting my report and further investigating the matter, decided that the yardmaster was entirely above any reproach or criticism, inasmuch as he had been given permission to sweep the cars, but instructed him not to follow the plan any longer, and made the rule that nobody should sweep cars except the elevators; that after the cars were switched from the elevators nobody should sweep them out.

That is the way the matter stands now. Nobody sweeps any cars at Argentine after they have left the elevator, and our watchman has orders not to let anybody in the cars for that purpose.

Chairman: It occurs to me that such a course is establishing a very bad precedent, and is placing before the men a temptation that might get them into trouble, and I think Mr. Starr's

action in taking the matter out of the hands of his own employees was a wise one, because it would not be a hard matter for a man in such a position to get into a little collusion with the elevator people.

If there is nothing else, the next in order will be the election of officers. We will elect a President, Vice-President and Secretary for the ensuing year.

On motion the rules were suspended and Mr. C. E. Carson elected President, Mr. J. W. Starr, Vice-President and Mr. B. H. Garrigues, Secretary, by acclamation.

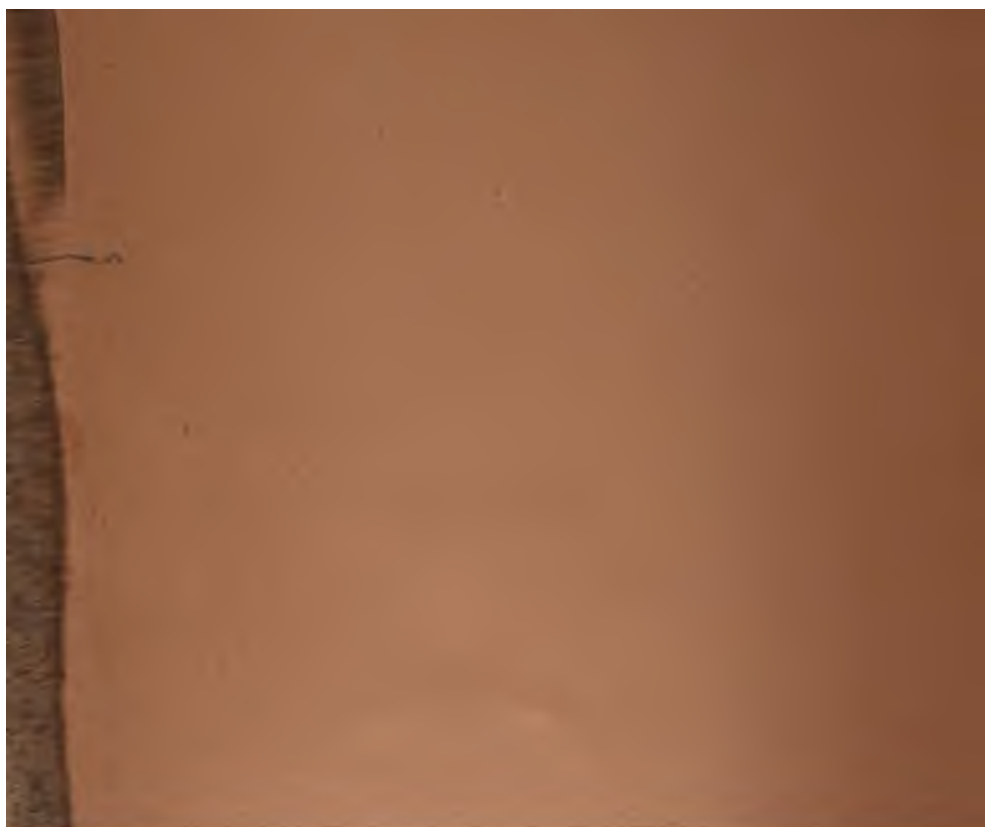
There being no further business, the meeting adjourned.

C. E. CARSON,
Vice-President.

B. H. GARRIGUES,
Secretary.









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